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THIRD REPORT AND OFFICIAL PLAN

TORONTO CITY PLANNING BOARD

JUNE 21st. 1949



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TORONTO CITY PLANNING BOARD



JUNE 21st. 1949



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TORONTO CITY PLANNING BOARD

MEMBERS

	<u>3-yr. Term Expires</u>
J. P. Maher, Chairman	January 1, 1952
E. W. Bickle	January 1, 1952
William S. Gibson	September 16, 1950
Mrs. H. L. Luffman	September 16, 1950
R. A. Stapells	September 16, 1949
C. J. Woolsey	September 16, 1949
His Worship the Mayor, Vice-Chairman)	Ex-officio
Controller L. H. Saunders (substitute))	

Tracy D. leMay, Planning Director and Secretary-Treasurer.

TORONTO CITY PLANNING BOARD

J. P. Maher,
Chairman.

Tracy D. leMay,
Secretary Treasurer.

Room 333, City Hall,
Toronto.

Sept. 1st, 1949.

H. E. McCallum, Esq., Mayor
and Members of the City Council.

Gentlemen:

In submitting this its third report embodying recommendations for an Official Plan to guide the future development of the City of Toronto, the Toronto City Planning Board desires to make the following comment.

The Board

The Board consists of six members appointed by Council with His Worship the Mayor a member ex-officio. In February of this year a member of the Board of Control was appointed by Council to act as substitute for the Mayor in his absence. In carrying on its work the Board, while considering all interests, has endeavoured to take the broadest possible view of the requirements of the City as a whole and feels that this policy has resulted in the preparation of a balanced plan that is comprehensive in its recognition of the needs of all parts of the City and of all groups of citizens.

Co-operation

Throughout its deliberations the Board has freely availed itself of the advice and assistance of individuals and elected, appointed and voluntary bodies who, either gratuitously or on request, have always been most co-operative. To all of these the Board extends its sincere thanks. The Board also records its appreciation of the assistance accorded freely on all occasions by other Departments of the Civic Service.

As a result the Official Plan now presented represents the judgment of the members of the Board after considering the opinions of those who have so kindly assisted the Board in its work.

Flexibility of the Plan

The fact that a city like Toronto is dynamic rather than static will make it apparent that a plan for the future must be flexible and capable of amendment to meet changing conditions. For this reason an official plan must be practical rather than ideal. Further, arbitrary adherence to planning ideals would, in the opinion of the Board, almost inevitably add to the list of the many plans in this and other cities that have failed be-

cause their general scale was too great for public acceptance. On the other hand, the practical solution while generally acceptable because of its direct application to the solution of the problem of the moment may in the course of years require to be supplemented to meet changing conditions. It is because of the great importance of practicability in the mind of the Board that it has relied so largely in its choice of technical assistance on those with an intimate and long term knowledge of local conditions and requirements.

Status and Effect of an Official Plan

While an Official Plan has in itself no creative effect, its approval by the Minister of Planning and Development establishes it as an instrument of control over future development. The carrying out of its provisions all require further action by Council and its integrity is protected by the provisions of Section 12 of The Planning Act, as follows:

“Notwithstanding any other general or special Act where an official plan is in effect, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform thereto.”

While this may appear drastic, it is of course always possible to amend the official plan where an amendment is warranted by changed conditions.

In some respects the official plan may be characterised as a compilation of the recommendations contained in the Board's reports for 1946 and 1947, particularly with respect to major highway projects. Some of these have been authorised and are now under construction. Their inclusion, however, in the official plan is necessary to complete the picture on a city-wide basis. Because of the assistance gained from the activities of previous planning bodies, the Board has been able to complete its work in considerably less time than has been the case in many other cities.

Priorities

Notwithstanding its views on practicability, the Board freely admits even the most practical plan may fail unless firmly geared to the ability of the taxpayer to pay. It recommends that all matters included in the plan be rated for priority subject to periodic review and adjustment as conditions may demand. In the past the Board has recommended that priority be given to certain projects to meet existing traffic emergencies. The picture now presented covers every phase of municipal activity and growth.

The estimates presented of the cost of the various items are, in the great majority of cases, approximations only. Nevertheless, it is believed that they will in a general way illustrate the scale of each work from a financial angle and the effect that each work will have on the City's program of future capital expenditures. It may also be noted that to-day's prices, even if obtainable, would be of little value in the case of projects that must be deferred anything up to twenty years.

The Board recommends that the Official Plan as submitted be ap-

proved by Council and that following such approval it be forwarded to the Minister of Planning and Development in accordance with the provisions of The Planning Act.

When the Minister's approval has been received the Plan will have full force and effect.

Yours truly,

A handwritten signature in cursive script, reading "J. P. Mahu". The signature is written in dark ink and is positioned above the printed name "Chairman".

Chairman

TORONTO CITY PLANNING BOARD

INTRODUCTION

The Official Plan as submitted comprises 13 separate maps illustrating different phases of the City's development program. These maps are as follows:

1. The Generalised Land Use Map dividing the City into industrial, commercial, and residential areas.
2. The Neighbourhood and Census Tract Map dividing the City into 78 homogeneous neighbourhoods capable of being organised as communities for protection and improvement. This map also divides the City into 150 census tracts which will be used for the compilation of census statistics in 1951 and subsequently.
3. The Highways Map showing proposed street improvements, pavement widenings, subways and bridges.
4. The Island Map outlining the future of Toronto Island.
5. The Reconstruction Map setting out certain uneconomic areas where cost of services is much in excess of revenue from taxes.
6. Civic Appearance Map indicating the program for downtown open spaces.
7. Parks and Recreation Map dividing the City into recreation districts and indicating new parks acreage required.
8. Health and Welfare Map showing health and welfare districts and proposed new facilities.
9. Public Utilities Map showing proposals for the extension and improvement of sewage and water systems.
10. Street Cleaning Map showing the extension of necessary facilities.
11. Police Map showing adjustment of divisional boundaries and existing and proposed police stations.
12. Fire Protection Map showing Fire Department districts and existing and proposed Firehalls.
13. Library Map showing existing and proposed public libraries.

Many items shown on these maps represent future requirements of the Civic Service as represented to the Board by the departments concerned. While the Board did not originate these proposals it feels that a very useful purpose will be served by their assembly in this way in that it will give an opportunity for a comprehensive view of most, if not all, of the capital expenditures for physical improvements of which the need can be foreseen at the present time.

In considering the present establishment and future requirements of the various public services of the City the Board has been impressed by the great desirability of some geographic framework into which the administrative set-up of the various branches may be fitted. This is because, amongst other matters, of the great advantage to be gained in the future in problems involving economic and social research. The lack of uniformity in the district boundaries of the various services has in the past rendered very difficult the satisfactory analysis of problems with which the City has been faced.

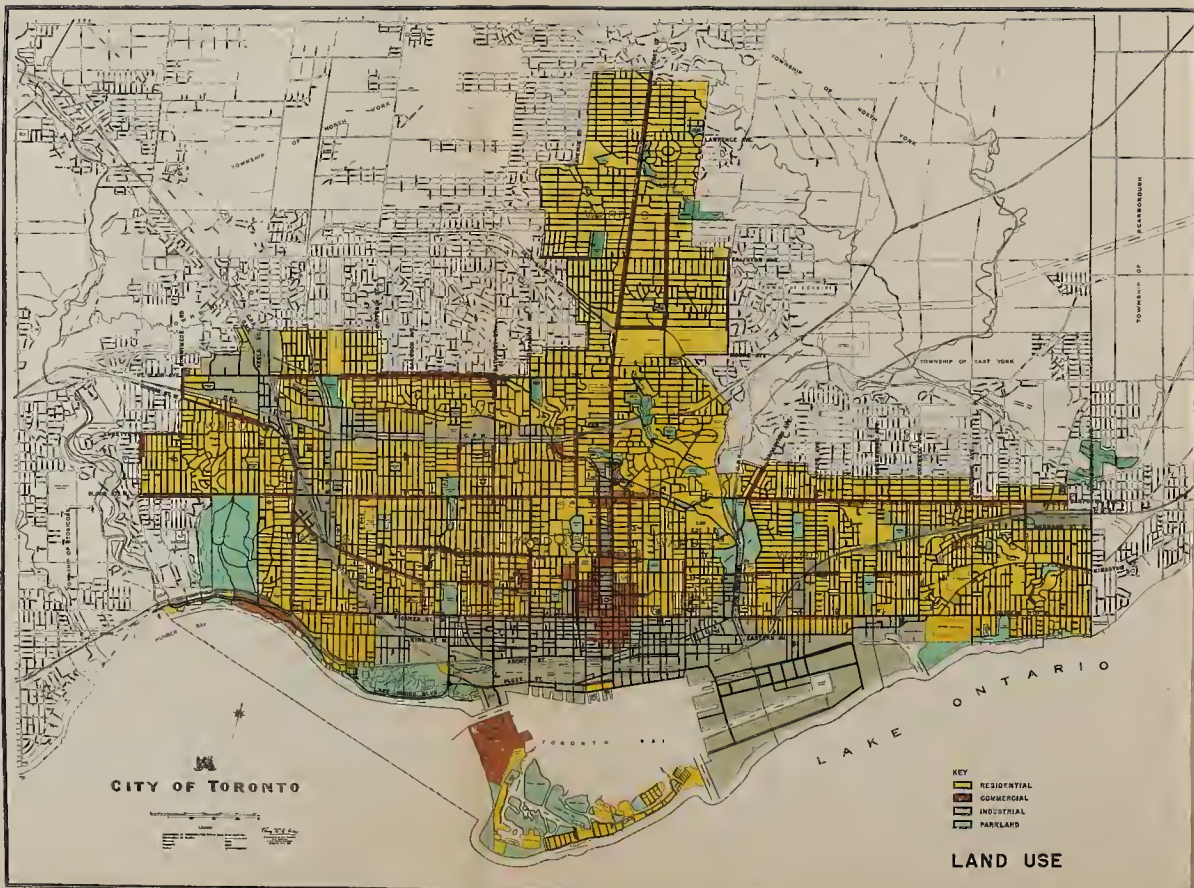
It was evident that the Map of Neighbourhoods and Census Tracts (page 11) dividing the City as it does into some 150 small areas would provide such a framework and, accordingly, all civic departments affected were approached for that purpose. The Board records its great appreciation of the manner with which all departments approached have co-operated in this proposal and, while it has been found impracticable to secure 100% concurrence, the results as indicated on the various maps are so nearly complete as to fully justify the effort. Ability in the future to compile assessment, census, police, fire, health, welfare and general maintenance statistics on a uniform territorial basis will be invaluable for many purposes.

It will be noted that no reference has been made in the foregoing to the very important matter of education. This is in no sense due to any lack on the part of either the Board of Education of the Toronto City Planning Board to co-operate but it is entirely due to the fact that in the past schools have been built and enlarged, and school sections defined and enlarged to meet pressing needs and, therefore, necessarily without close regard to neighbourhoods that have subsequently developed during the many years taken for the City to reach its present fully built-up condition.

While the Board has sought the advice of the Board of Education in respect to the very important matter of future school requirements it has not been found possible by the school authorities to formulate any constructive program in that regard pending the receipt of the report of the Royal Commission on Education.

Some light on the general situation, however, may be gained from a report by the Director of Education to the Board of Education under the date of January 19th, 1949 in which the Director states:

- (a) That the general tendency in public school population during the last 10 years has been downward amounting to a decrease of over 14,000 during the period.
- (b) That the general tendency in secondary school population will be downward in the next 10 years unless jobs become less plentiful.
- (c) That there is not in sight at the present time any significant trends which will radically change school population in any district.
- (d) In view of the fact that contemplated redevelopment projects will take place only over a long period of time it is problematical if there will be any significant increase or decrease in school population as a result.



1. The Generalised Land Use Map

This map shows the Board's proposals for the division of the City into the three major land use classifications: Residential, Commercial, and Industrial, to serve as a basis for the subsequent preparation of a zoning by-law. Such a by-law will not only implement these proposals but sub-divide these three areas into smaller areas for the several types of Residential, Commercial and Industrial use such as single and multiple family housing and light and heavy industry.

This type of land use map is in accordance with the policy of the Provincial Department of Planning and Development in respect to the preparation of official plans. It is eminently desirable because this practice will avoid the necessity of amending the official plan to permit the amendment of the zoning by-law where, for instance, it might be desired to allow the erection of multiple family dwellings in an area hitherto restricted to single family use.

Following the approval of the official plan the Board proposes to submit for approval a comprehensive zoning by-law. The acreages and percentage of the total City area represented by these major classifications are approximately as follows:

	Acres	%
Residential	10,173	45.5
Commercial	1,166	5.25
Industrial	3,184	14.3
Parks	1,393	6.25
Streets	5,651	25.5
Railways	<u>720</u>	<u>3.20</u>
Total Land Area	22,287	100.00

It will be realised that while theoretically land use regulations may be used to establish a functional or working and balanced relationship from the standpoints of both quantity and quality between the diversified land uses inseparable from a large urban community, this is not practicable in a city such as Toronto where virtually every foot of land is already devoted to some use or other and where the quantitative balance has been secured by the spilling over of residential areas into suburban areas. Desirable trends towards changed land use may be assisted but in general established land uses cannot be changed by legislation alone. For these reasons the land use program now proposed and the implementing zoning by-law which will follow, have as their objective stabilisation from the standpoint of quantity and improvement from the standpoint of quality.

Dealing firstly with the question of quantity, it is evident that the City's major work district south of Queen Street between the Don River and Dufferin Street is already too large for the workers to be accommodated in the City's residential areas and already too large for the available traffic facilities by which the workers must proceed between the places where they reside and the places where they work. The latter will in a measure be corrected by the additional traffic facilities proposed in this plan, some of which are already under construction. It may, however, be considered certain, unless definite controls are placed on additional

central commercial and industrial development, that sooner or later the City must be faced with further large capital expenditures to meet increased traffic demands.

An analysis of the area between the Don River and Dufferin St. south of Queen Street indicates that there are still in that area some 200 acres of vacant lots and substandard residential property for which no other logical use than industry can be found. As this acreage is from time to time taken up, further demands will be made on the main thoroughfares leading into the area. In addition to this there are the proposals of the Toronto Harbor Commissioners to create a new industrial area with dockage facilities on the lake front east of the Eastern gap which will further increase traffic demands on the highways giving access to the Ashbridge Bay industrial area.

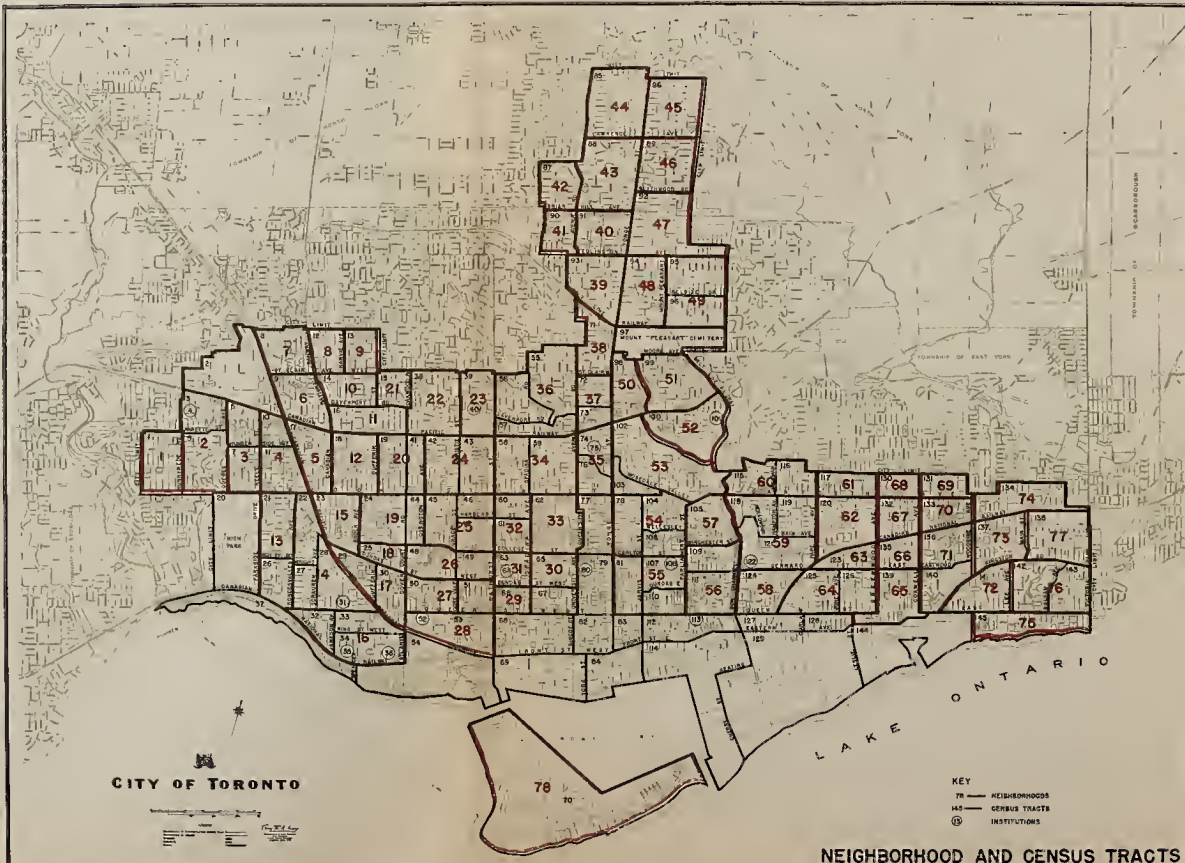
For these reasons the Board has consistently opposed all proposals for the establishment of industry in the areas immediately north of Queen Street. This area is undoubtedly attractive to industry but its development as such would not only accentuate the traffic problem but also militate against the logical development of the areas south of Queen Street referred to above.

It may be urged that some adjustment of the balance from the standpoint of quantity will follow the reconstruction of substandard residential areas north of Queen Street on a multiple family building basis. Anything like wholesale reconstruction of these areas, however desirable, would appear to be a very long term project and, in any case, it is doubtful whether the existing residential density of about seventy persons per acre should be much increased if first class living conditions are to be the goal.

While the jurisdiction of the Board is limited to the area in the City it feels that the solution of this vital land use problem to be complete should be on a metropolitan basis. Land use, however, because of its important bearing on revenue from taxation, is not a matter that can be dealt with by any hitherto tried method of metropolitan control such as the borough system or metropolitan utilities commission. It is pre-eminently a matter for a single municipal jurisdiction which alone is capable of providing within its boundaries a proper distribution of land uses. It does not seem possible that several autonomous municipalities could agree on such a program and, therefore, because a proper land use pattern is essential from the standpoint of municipal economics and is basic in proper city and metropolitan planning, the Board recommends that the Council of the City of Toronto consider and invite consideration by other municipalities concerned of a policy of amalgamation.

On the basis of quality, land use planning is concerned with the preservation of the character of neighbourhoods, the prevention of the intrusion of non-conforming uses and the general preservation and improvement of the amenities of all areas within the City. It is a matter for a comprehensive zoning by-law which, as stated above, should follow the approval of the official plan as one stage of its implementation. Most of the many details of such a by-law have been settled; the balance can now be dealt with as a result of implementing legislation passed at the recent session of the Legislature.

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2. The Neighbourhood and Census Tract Map

The Neighbourhood and Census Tract Map to which previous reference has been made illustrates the Board's proposals for the division of the City into areas bounded for the most part by well-defined physical boundaries such as main highways or railways and in which the general character of the buildings and the inhabitants is similar.

In other words, each neighbourhood represents a residential cell within the City capable of being organised as a community for self-protection and improvement. It is a characteristic of all big cities, and Toronto is no exception, that co-incident with the wide-spread distribution of the physical evidences of an improved standard of living such as radios, automobiles and picture shows people have become less gregarious to the point that the residential parts of the City threaten to become merely the place of residence of hundreds of thousands of individuals living in rows of houses on long or short streets.

The Planning Board proposes that the neighbourhood map shall establish a pattern for the stimulation of community interest in the protection and improvement of residential amenities. The first step in the implementation of this proposal will be seen in the recommendations for the provision of facilities for recreation to be discussed later in this Report.

The plan shows by the red lines the 78 neighbourhoods as selected which have been further subdivided in some cases by the black lines into 145 small areas known as census tracts.

This latter division has been made at the suggestion of the Federal Bureau of Statistics and with the very valuable assistance of a special committee representative of organisations interested in social and economic research. The census tract map will form the basis for the compilation of the returns of the 1951 and each succeeding census. A similar map has been prepared by the committee for all municipalities in the metropolitan area. It is understood that the same pattern will be used for the tabulation of any industrial or commercial research that may be undertaken by the Dominion Bureau of Statistics at the time of, or at some other time than the regular decennial census.

Other research possibilities arising from the establishment of both neighbourhood and census tract boundaries have already been noted earlier in this Report.

3. The Highways Map

The highways map illustrates the Board's proposals for the establishment of a network of arterial and main highways designed to meet existing demands and, to some extent demands arising from future development. As previously pointed out, however, it is the Board's opinion that the traffic problem can only be solved permanently by an adjustment of the land use pattern and that, in any case, the continued efficiency of the present proposals must depend on the extent to which the development of the central industrial and commercial area can be controlled. For just so long as the erection of twenty-storey office buildings is permitted in the downtown area must the City be prepared to provide new traffic facilities. An interesting illustration of the truth of this statement may be found in a speech made last year by Mayor O'Dwyer at the Hotel New Yorker in the City of New York.

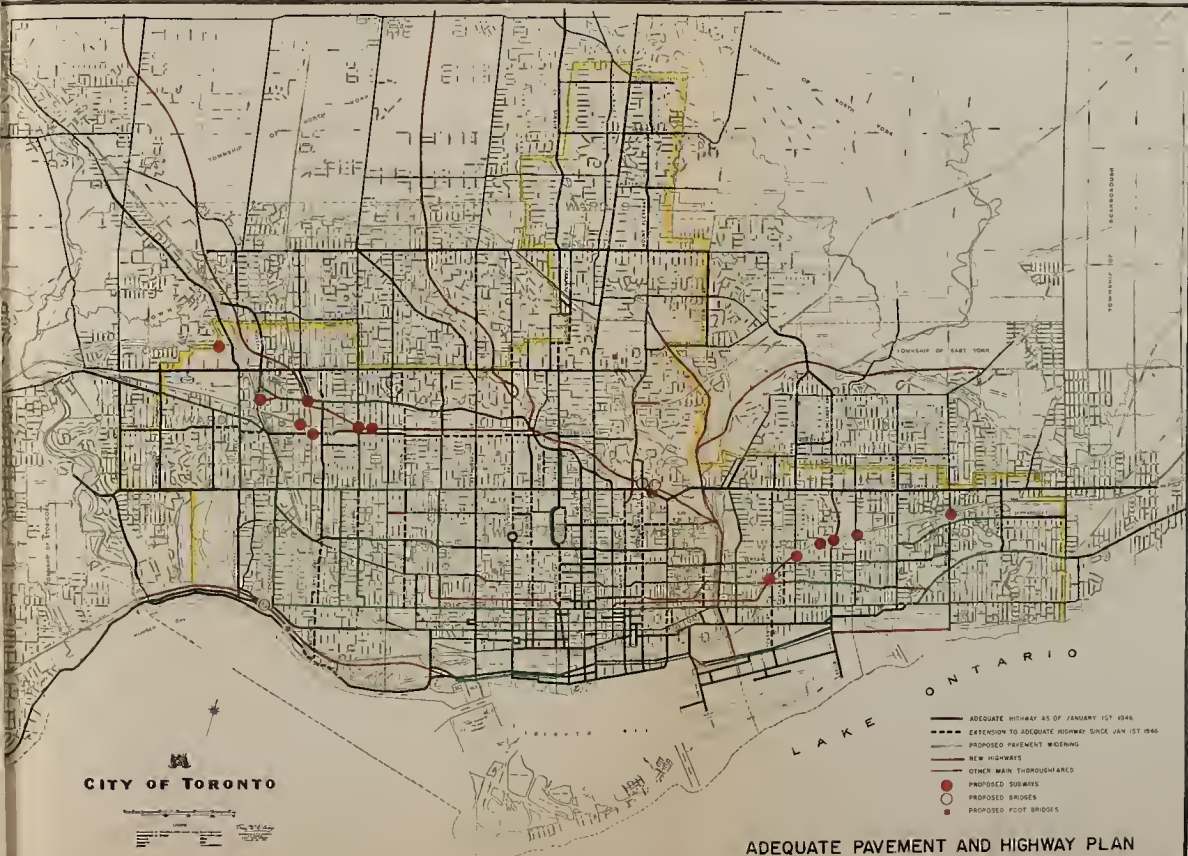
He intimated, among other things, that if New York could raise \$500,000,000. for the construction of a subway under Second Avenue, the traffic problem would be solved. When one thinks of the millions that have already been spent for the solution of New York's traffic problem only to find it getting progressively worse, the futility of anything but land use adjustment as a permanent solution will be appreciated.

The various proposals shown on the map and listed below are designed to meet not only existing conditions but also the important increase in automobile registration that is expected by those qualified to know in the next few years. In this connection it is interesting to note the actual registration figures for York County for the years 1941, 1947, and 1948, the former having been the all-time high until last year.

	<u>Passenger Cars</u>	<u>Trucks</u>	<u>Total</u>
1941	159,512	27,315	186,827
1947	159,319 - Decrease 0.12%	32,870 Inc.20.3%	192,189Inc.2.76%
1948	182,625 - Increase 14.34%	40,802 Inc.24.2%	223,427Inc.16.2%

From these figures it would seem that the increase of 100% in the next 10 years that has been predicted by authorities in the United States may not be very wide of the mark. The most important feature from the Toronto standpoint is the large increase in truck registration amounting to 24.2% during 1948. Vehicles of this type may be expected to be on the road during the whole of the working day as compared with an hour or two only in the case of the majority of passenger vehicles.

Consideration of the improvements as listed, particularly those upon which work has already been started, may give the impression that too much consideration has been given to the improvement of north-south routes in the centre of the City. The Board is convinced, however, that the City's principal traffic problem lies in that direction because of the restriction to free north-south movement caused by the Hill and the C.P.R. and because of the more intensive motorisation of the residential communities to the north of the central business area. Traffic counts indicate that 36.6% of the vehicles entering this area - bounded by Simcoe, Dundas, Jarvis and Front Streets - during the business day, enter from the north, while 14.6% only enter from the south, 20.8% from the east, and 28% from the west.



Apart, however, from these substantiating figures it has been very evident to the Board that the very serious delays due to traffic congestion occurring between Bloor Street and St. Clair Avenue on the MacLennan Ave. route, Yonge Street-Avenue Road, and the St. George Street-Poplar Plains Road route demanded the earliest possible attention. For this reason the Board has recommended certain improvements as noted below in advance of the publication of the Official Plan.

In further explanation of the Highways Map it may be stated that the Board, in its preliminary studies, was impressed by the disjointed character of what may be termed the City's adequate highway network, an adequate highway being interpreted as one with a pavement of sufficient width to permit unrestricted movement for vehicles going in opposite directions, in addition to street cars and automobiles parked at both curbs. The full black lines show adequate highways as they existed at the termination of the war; broken lines show pavement widenings, as listed below, carried out since the war, and green lines indicate further extensions of the adequate highway system as now proposed.

POST-WAR PAVEMENT WIDENINGS

<u>Thoroughfare</u>	<u>Location</u>		<u>Distance in feet</u>
	<u>Between</u>		
Annette St.	Dundas St. W.	Quebec Ave.	2900
Avenue Road	Lonsdale Rd.	St. Clair Ave.,	1450
Bedford Rd.	Bloor St.	Davenport Rd.	2380
Beverley St.	College St.	Queen St. W.	3570
Carlaw Ave.,	Gerrard St. E.	Queen St. E.	2510
Donlands Ave.	Danforth Avenue	City Limit	1320
Dufferin St.	Bloor St. West	College St.	2640
Dupont St.	(Christie St. (Primrose Ave.	St. George St.) Lansdowne Ave.)	6220
Jarvis St.	Bloor St. East	Queen St. East	6730
Lakeshore Blvd.	Spencer Ave.	Laburnham Ave.	2510
Lansdowne Ave.	Dundas St. West	Lake Shore Road	6860
Logan Ave.	Queen St. East	Keating St.	2510
Lonsdale Road	Forest Hill Rd.	Oriole Parkway	1190
MacDonell & Seaforth Aves.	Lansdowne Ave.	Queen St. East	1320
Mount Royal Avenue & Part Alberta Ave.	Davenport Rd.	St. Clair Ave.	1980
Oakwood Ave.	Davenport Rd.	St. Clair Ave.	1980

Post-War Pavement Widenings - cont'd

<u>Thoroughfare</u>	<u>Location</u>		<u>Distance in feet</u>
	<u>Between</u>		
Oriole Parkway	Kilbarry Rd.	Lonsdale Rd.	1450
Ossington Avenue	(Davenport Rd. (Dupont St. (Harbord St. (Dundas St. West	C.P.R. Bloor St. West College St. Queen St. West)	7390
Parliament St.	Queen St. East	Eastern Avenue	1450
Power St.	Queen St. East	King St. East	1060
Queen's Park Crescent	Queen's Park N.	Queen's Park S.	2640
Queen St. East	Coxwell Avenue	Kingston Road	1190
River St.	Gerrard St. East	Queen St. East	2510
St. George Street	Bloor St.	College Street	3300
Sherbourne St.	Bloor St. East	Front St. East	8180
Spadina Avenue	Bloor St. West	Spadina Crescent	2380
Spadina Avenue	St. Clair Ave.	City Limit	1320
Wellesley St.	Jarvis St.	Parliament St.	2510
			83,450

TOTAL DISTANCE IN FEET OF EXTENSION TO ADEQUATE HIGHWAY -
SINCE JANUARY 1, 1946 - 83,450 feet = 15.24 miles

PROPOSED MAJOR HIGHWAY IMPROVEMENTS

1. New and Improved Arterial Routes;

(a) WATERFRONT HIGHWAY - This highway is recommended because of the evident over-loaded condition of Lake Shore Boulevard, and the necessity of by-passing the Sunnyside Amusement Area during the summer months and Exhibition Park during the Canadian National Exhibition.

The proposal in general consists of a new bridge to be built by the Provincial Highways Department across the Humber north of the present highway bridge to connect the Queen Elizabeth Way with a new four-lane express highway constructed on the H.E P.C.'s right-of-way that adjoins the south limit of the right-of-way of the C.N.R. This highway is designed to pass over Riverside Drive, Windermere Avenue, Ellis Avenue, Howard Avenue, Parkside Drive and under the Lake Shore Road, Dowling Avenue,

Jameson Avenue, Dunn Avenue, Dufferin Street and the Exhibition Siding and Strachan Avenue and to connect with the present Lake Shore Boulevard at a point opposite the York Armouries. While this section of the Highway will be fully grade separated, adequate provision will be made along the route for connections with the surface highway system.

From Bathurst Street to the Don no acceptable location exists for the construction of a new highway and it is proposed to widen the existing pavement on Fleet and Keating Streets to provide a six-lane highway with one-way movement on Fleet and Harbour Streets in the central area. Between the Don River and Leslie Street it is proposed to abandon the south roadway and re-arrange the sidings so that there is only one crossing over a widened north roadway. The Plan includes a subway under this siding, and also under the siding east of Bathurst.

East of Leslie Street the Plan calls for the construction of a new Highway through the Marsh that will pass to the south of the Woodbine race track to connect with Woodbine Avenue.

As an alternative to this proposal the Board suggests that it may be advisable to terminate the improvement of Keating Street at Leslie Street and improve conditions at the intersection of Queen Street, Eastern Avenue and the Kingston Road by extending Eastern Avenue through the Woodbine race track to a direct connection with the Kingston Road.

Leslie Street Extension

Leslie Street and Donlands Avenue form part of one of the original side roads of the Township of York which has, however, been abandoned for physical reasons between the C.N.R. and Danforth Avenue. Because of the assured importance of Leslie Street as the easterly boundary of the harbour industrial area the Board is of the opinion that it should now be extended to connect with Donlands Avenue and provide a direct connection between the harbour and the Leaside Bridge. This will involve a subway under the right-of-way of the Canadian National Railway.

Don Valley Roadway System.

This system consists of a six-lane trunk highway starting at the Waterfront Highway and branching into three main roads running north-easterly through the Don Valley, to eventually connect with the Kingston Road, northerly through the Belt Line Ravine to serve North Toronto and Leaside, and northwesterly following Rosedale Valley Road and the C.P.R. to connect with the new Barrie Highway in the vicinity of Old Weston Road and St. Clair Avenue.

This system of highways will be very largely of a limited access type and of great importance in providing high speed connections between the Provincial and County Highway Systems and the centre of the City, thus relieving existing highways of a large proportion of the traffic (estimated at 100,000 vehicles) that enters the City every day.

The main trunk and the northern branch have been authorized and are under construction.

Jarvis Street, Clifton Road - Mount Pleasant Route.

The importance of this route can be gauged by the fact that, hitherto, the only serviceable connecting link between the north and south parts of the City for a distance of about 2 1/2 miles east of Yonge Street has been via the 19-foot pavement on MacLennan Avenue, encumbered by a steep grade and a level crossing over the C.P.R.

The project consists of the widening of the pavement on Jarvis St., already completed, a new roadway south from St. Clair Avenue to connect with Jarvis Street, now well under way, and to be completed early in 1950, and the widening of Mount Pleasant Road recommended for action this year.

This completed work, which will include subways under the C.P.R., Crescent Road and Bloor Street, and a new bridge over the south Rosedale Ravine, will undoubtedly have a very beneficial effect on the residential area through which it passes, because it will concentrate on the one roadway the through traffic which now uses and depreciates the amenities on many residential thoroughfares.

University Avenue - Avenue Road Route.

This route is designed as a main automobile thoroughfare leading directly north from the central business area. It comprises the construction of a dual highway between Queen and College Streets - already completed - the straightening and widening of the east and west crescents in Queen's Park, 50% completed, and the widening of Avenue Road between Bloor Street and St. Clair Avenue; recommended by the Board and now under consideration by Council. North of St. Clair Avenue, Avenue Road, Lonsdale Road and Oriole Parkway have already been widened. The full value of this project cannot be realized until the completion of the Yonge Street Rapid Transit Line permits the removal of the street cars now operating on Avenue Road between Davenport Road and St. Clair Avenue. While it would, of course, be possible to obtain relief from the present congestion and delay caused by the operation of these street cars by their diversion to some other route, the Board is of the opinion that the estimated cost of between two and three million dollars would not be justifiable because of certainty that they will be removed anyway before very long. In the meantime, it is anticipated that the completion of the Clifton Road Project will give much needed relief.

St. George Street - Russell Hill Road Route:

The Board proposes as a solution to the very difficult situation now existing at the intersections of St. George Street, Dupont St., Davenport Road and Poplar Plains Road, that St. George Street be extended through a new subway under the C.P.R., to connect with Russell Hill Road. In order to prevent further confusion north of the C.P.R. by the interchange between traffic on this route and on Davenport and Poplar Plains Roads, it is proposed to over-pass the Davenport Road traffic and use side-hill construction crossing the Nordheimer Ravine on a bridge. The resulting provision of an independent route for north-south traffic on St. George Street will reduce delays at this focal point to a minimum and at the same time provide considerable relief for Avenue Road.

This work has been approved by Council at an estimated cost of \$3,283,821.

The Spadina Route:

This route is designed to provide an additional adequate north-south central highway that will relieve other similar highways from much of the traffic now entering the City from the north and northwest. The work includes the widening of the pavement on Spadina Avenue between College and Bloor Street - now completed, - the widening of the pavement on Spadina Road between Bloor and Dupont Streets, - to be carried out this year - and an over-pass at Davenport Road leading to a cut at a reasonable grade through the hill east of Casa Loma. The further continuation of this route, as planned by the Toronto and York Planning Board, involves the use of the Russell Hill and Cedarvale Ravines with underpasses at St. Clair Avenue and Bathurst Street. The northerly terminus will be at the intersection of Dufferin Street Diversion and Wilson Avenue.

Dundas Street Extension:

As an additional cross-town highway east of Yonge Street the Board recommends the extension of Dundas Street from Boulton Avenue to connect with the Kingston Road using existing highways as far as is practicable. This will involve a subway in the vicinity of Carlaw Avenue. In order that this route may be accessible from Yonge Street over roadways unencumbered by street cars the Board further recommends that Shuter Street and Sydenham Street be connected and extended in a north-easterly direction to River Street, and that the street cars now using the Dundas Street bridge over the Don be diverted up River Street to Gerrard Street. Estimates for these projects are now in course of preparation.

Yonge Street Widening:

The Board maintains its opinion previously expressed that the widening of Yonge Street as a traffic relief measure is unnecessary. Yonge Street is destined to remain the City's principal retail thoroughfare, for which the existing pavement width of 42 feet between curbs will be adequate following the removal of street cars. A combined retail business and traffic thoroughfare is, in the opinion of the Board, inefficient, and should be avoided. The Board, however, offers no objection to the gradual widening of Yonge Street by means of a building line for the purpose of improving civic appearance.

Queen Street Expressway:

The Board recommends that when the T.T.C. undertakes construction of the proposed depressed right-of-way north of Queen Street it be made of sufficient width to accommodate four lanes of vehicular traffic to provide an additional high speed entrance from the east and west to the central business area.

PROPOSED MINOR HIGHWAY IMPROVEMENTS

Extension of Carlton Street.

In order to improve conditions on Parliament Street at Gerrard St.

the Board recommends that Carlton Street be extended south-easterly along the edge of Riverdale Park to connect with Gerrard Street and that Carlton cars now using Parliament Street be diverted to that route.

Harbord Street Extension.

The Board endorses the proposal of the T.T.C. to extend Harbord Street to Dovercourt Road to carry the Harbord cars. This will improve conditions on Bloor Street by eliminating the Street car turning movements at Ossington Avenue and at Dovercourt Road.

Jog Eliminations.

The elimination of the jogs at the following points are recommended by the Board for early action:

- Bathurst and Dundas Streets
- Gerrard and Parliament Streets
- Keele and Annette Streets
- Dupont Street and Ossington Avenue
- Dupont Street and Kendal Avenue

PAVEMENT WIDENINGS

<u>Thoroughfare</u>	<u>Location</u>	<u>Width</u>		<u>Distance</u>
		<u>Existing</u>	<u>Proposed</u>	
Albert Street	James St. to Bay St.	34	42	350
Avenue Road	x Bloor St. to St. Clair Ave.	46	54	6,600
	Kilbarry Rd. to Hillholme Rd.	28	54	800
Brock Ave.	Queen St. to Bloor St.	24	46	6,600
College St.	Manning Ave. to Brock Ave.	42	50	6,500
Coxwell Ave.	Queen St. to Danforth Ave.	42	50	6,400
Dagmar Ave.) Pape Ave. to Ashdale Ave.	24	46	5,200
Doel Ave.				
Applegrove Ave.x)				
Davenport Road	Dovercourt Rd. to St. Clair Ave.	46	50	8,500
Duchess St.	Jarvis St. to Parliament St.	24-30	46	1,000
Dufferin St. "	Peel St. to College St.	24	46	3,300
	Bloor St. to North City Limits	24	46	9,500
Dundas St. "	Broadview Ave. to Boulton Ave.	24	46	3,000
	Sorauren Ave. to West City Limits	42	50	12,000
Eastwood Road	Belhaven Rd. to Kingston Road	28	46	1,000

<u>Thoroughfare</u>	<u>Location</u>	<u>Width</u>		<u>Distance</u>
		<u>Existing</u>	<u>Proposed</u>	
Elm St.	Yonge St. to University Ave.	30	46	2,000
Gerrard St.	Coxwell Ave. to Main St.	42	50	6,000
"	Don to Coxwell Ave.	42	50	10,000
"	Jarvis to River St.	42	50	3,500
Gladstone Ave.	Queen St. to Peel St.	24	46	600
Gorevale Ave.) Grace Street) Christie St.)	Queen St. to Dupont St.	21	46	9,800
Hoskin Ave.	West Cresc. to St. George St.	30	46	1,200
Keele St.	Bloor St. to St. Clair Ave.	40	46	6,700
Kilbarry Road	Oriole Pkwy. to Avenue Rd.	28	54	600
King St.	University Ave. to Subway	42	50	1,600
"	Subway to Dufferin St.	42	50	1,600
Kingston Road		46	50	9,000
Logan Ave.	Queen St. to North City Limits	24	46	8,800
Moore Ave.	Don Valley Rdwy to Bayview Av.	28	46	2,200
Mt. Pleasant Rd. x	St. Clair Ave. to Moore Ave.	46	60	1,200
"	Merton St. to Eglinton Ave.	46	60	3,800
Peel Street	Dufferin St. to Gladstone Ave.	24	46	350
Queen St.	C.N.R. to Coxwell Ave.	42	50	8,000
"	Kingston Rd. to Woodbine Ave.	42	50	2,000
Roncesvalles Ave.	Harbord St. to Dundas St.	42	50	6,600
Roxborough St.	Yonge St. to Clifton Rd.	22	46	2,800
Russell Hill Rd. x	Clarendon Ave. to City Limits	24	46	2,800
Spadina Road	Bloor St. to Dupont St.	24	50	3,000
"	Bridge to St. Clair Ave.	30	46	1,000
St. Clair Ave.	Yonge St. to Avoca Bridge	46	50	1,000
"	Avoca Bridge to Mt. Pleasant	46	50	1,000
Sydenham St.	x Ontario St. to Sumach St.	24	46	200
Woodbine Ave.	Kew Beach Ave. to Kingston Rd.	24	46	3,500

<u>Thoroughfare</u>	<u>Location</u>	<u>Width</u>		<u>Distance</u>
		<u>Existing</u>	<u>Proposed</u>	
Woodbine Ave.	Gerrard St. to Danforth Ave.	24	46	<u>1,800</u>
				179,600 ft.-
-- or <u>34 miles</u>				

x Pavement widenings included in arterial highway projects.

SUBWAYS

- Junction Road at C.P.R. & C.N.R. crossing
- Davenport Road at C.N.R. crossing
- Dupont St. (Royce Ave.) at C.N.R. crossing (Approved by Board of Transport Commissioners)
- Symington Ave. at C.P.R. crossing
- Dufferin St. at C.P.R. "
- Bartlett Ave. at C.P.R. "
- Pape Ave. at C.N.R. "
- Logan Ave. at C.N.R. "
- Jones Ave. at C.N.R. " (Approved by Board of Transport Commissioners)
- Greenwood Ave. at C.N.R. "
- Woodbine Ave. at C.N.R. "
- Maybank Ave. at Belt Line Rly. (C.N.R. crossing)
- Glen Road at Bloor Street Crossing
- St. George Street at C.P.R. crossing

BRIDGES

- Sherbourne Street
- Glen Road
- Heath Street (footbridge)
- Queen Street at Sunnyside

It is estimated that on the completion of the various proposals noted above the hourly vehicular capacity will be increased as follows:

North and South traffic on the line of the C.P.R. between Bathurst Street and the Don:

From 4,900 vehicles per hour to 12,600 vehicles per hour.

East and West traffic on the line of Dufferin Street:

From 8,200 vehicles per hour to 17,700 vehicles per hour.

East and West traffic on the line of Coxwell Avenue:

From 3,800 vehicles per hour to 8,800 vehicles per hour.

4. THE ISLAND MAP

In its report dated December 16th, 1947, the Board presented for consideration a plan for the future development of Toronto Island. In doing so the Board made no recommendation hoping that the publication of this would arouse public interest to the point where a policy in the best interest of all the citizens might become evident.

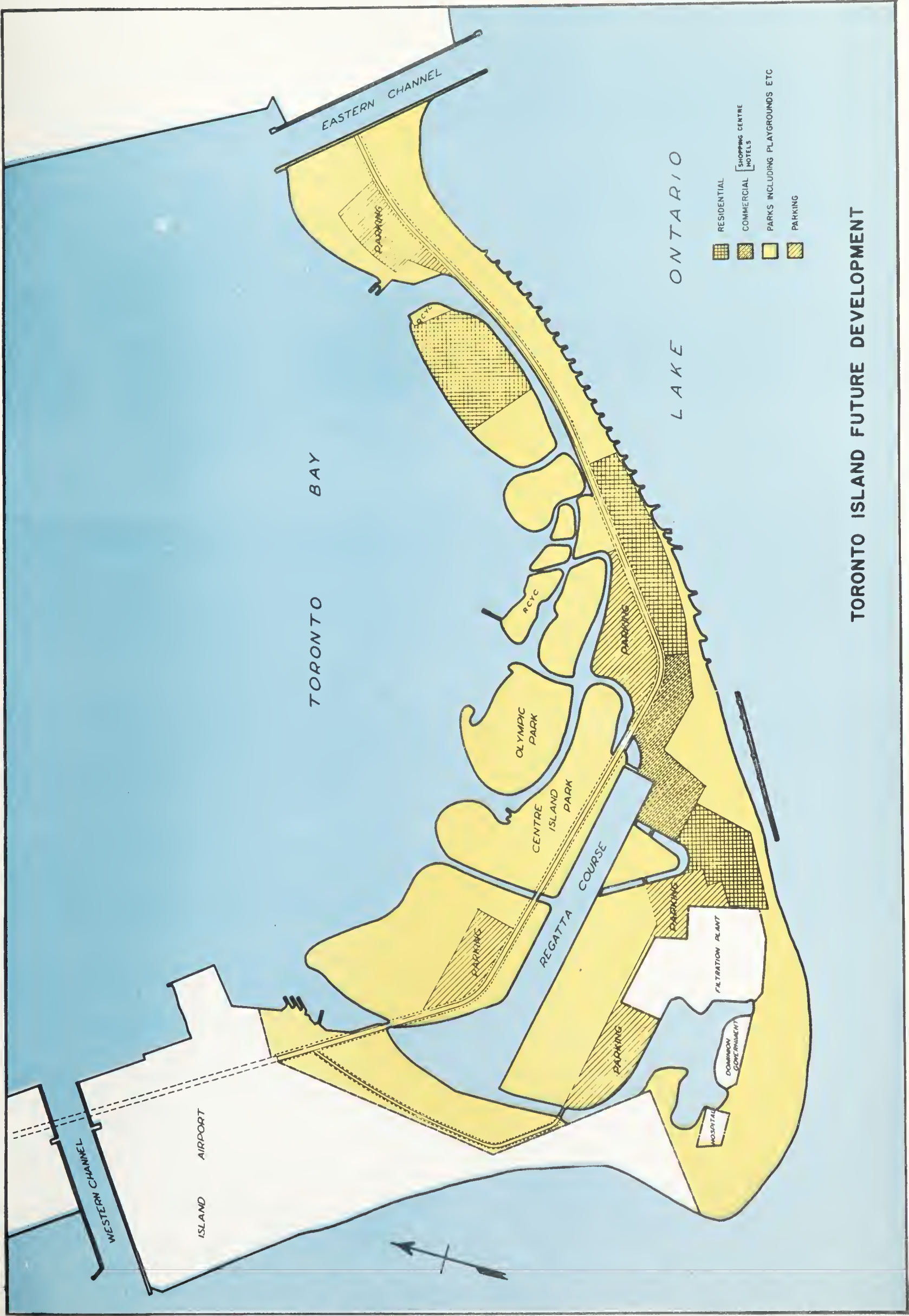
As a result of this publicity, several conferences have been held at which the Inter-Island Council, the Toronto Harbor Commissioners, the City Council, the Toronto City Planning Board and other interests have been represented and at which the principal points of discussion have been:

1. The advisability of raising the level of the Island where necessary to elevation about 253 above sea level to obviate flooding which occurs under present conditions when the level of Lake Ontario reaches elevation 249.
2. The advisability of the progressive elimination of the residential leaseholds which now occupy about 150 acres, and the creation of a residential district that will meet the demand for accommodation in the form principally of apartments and hotels.
3. The advisability of the construction of a motor highway to give access to parking areas only with overhead pedestrian crossings where required.

As a result of these conferences the Board has found no reason why it should depart, except in minor matters, from the program that it suggested in December 1947, and recommends the adoption as the basis for future island use policy the program outlined on the plan herewith.

This plan shows a highway to be carried over or under both the Eastern and Western Gaps to provide a scenic route between Bathurst and Leslie Streets. It is not intended that this highway shall provide frontage for other than parking areas and, therefore, should be suitably fenced and landscaped throughout. Residential areas are shown on either side of a centrally located shopping centre and at the Easterly end of Algonquin Island. The latter is a recent residential development which, in the opinion of the Board, it would be permissible to retain after 1968 if properly maintained.

In furtherance of this program the Board endorses generally the suggestion of the sub-committee of the Parks Committee that all leases be extinguished by 1968 and that the Island be raised where necessary to elevation 253



TORONTO ISLAND FUTURE DEVELOPMENT



KEY



UNECONOMIC AREAS

RECONSTRUCTION

5. THE RECONSTRUCTION MAP

While it is inevitable that for the most part urban residential property in an urban community does not and perhaps cannot be expected to produce revenue from municipal taxation equivalent to the cost of services received, there is surrounding the central commercial area of any large city a belt of substandard property in which this characteristic is accentuated because of the age and obsolescence of the buildings. Toronto is no exception to this condition and there is presented herewith a map illustrating what may be termed an uneconomic use of land. For this purpose it has been assumed that land use is uneconomic where the assessed value of the building is less than twice the value of the land. On the basis of municipal economy alone, it is desirable that these areas be reconstructed and the case for reconstruction is undeniably stronger when to this reason is added the desirability of the improvement of living conditions with adequate facilities for local recreation. Further examination throughout the City would doubtless increase the area that should be earmarked for demolition and reconstruction.

There are two main methods of carrying out a program of this kind. Firstly, a reconstruction operation such as is now under way in the 44 acre Regent Park low rental housing project under the provisions of the National Housing Act. And secondly, by the plan included in the recently adopted master plan for the City of Detroit. There it is proposed that the City acquire, clear and replan the land in accordance with the ability of the market to absorb it for building purposes. The land is to be sold at its market price, the City assuming the difference and also the cost of any open spaces that may be included in the redevelopment program.

The Board, while indicating areas suitable for reconstruction, makes no recommendations, because of proposals now under consideration for different methods of financing projects of this kind and because of its further opinion that no additional burdens should be borne by real estate for developments of this kind.

6. CIVIC APPEARANCE MAP

Seldom, if ever, has public money been spent in Toronto on beautification alone, perhaps because during her many years of growth she has never been able to catch up with her urgent and increasing needs from a strictly utilitarian standpoint. This is, of course, still the case and the City has still to face an impressive back-log of urgently needed civic improvements. Nevertheless, cities all the world over are known for their beauty as well as for their other virtues and the City Planning Board believes that no city plan can be considered complete unless consideration be given to this important matter. It believes that civic beauty will pay dividends not only as an attraction to tourists but also to the extent to which it may make the city a pleasant place in which to do business.

In University Avenue with its magnificent width of 186 feet already flanked by important head office buildings and fine hospitals and offering sites for other impressive buildings of the same type, and focussed as it is on the stately pile of the Parliament Buildings in its scenic wooded setting of Queen's Park, is presented an opportunity for decorative treatment second to none.

It is proposed that the outer boulevards will be equipped with 8 foot concrete side walks set eight feet from the curb. Between the sidewalk and the curb will be paved with Queenston flags in which will be planted rows of trees suitably spaced and with circular iron tree guards. Plans for the treatment of the central boulevard are in course of preparation.

The Board feels that the carrying out of this project should be a matter of great interest to both the Provincial Government and the Hydro-Electric Power Commission of Ontario to the extent that it will provide an approach to the Parliament Buildings befitting its dignity as the seat of the Government of the Province and, at the same time, a proper setting for the monument to the late Sir Adam Beck and his remarkable achievement in promoting hydro-electric development. The Board feels that there is sound justification for requesting financial assistance from both these sources.

CIVIC SQUARE

In studying the central business area it is evident that its general lack of interest is attributable to the fact that it is devoid of the open spaces that serve so effectively to beautify other large cities. To remedy this the Board has already recommended the creation of a Civic Square of about 10 acres in extent reaching along Queen Street from the City Hall to Osgoode Hall to create a proper centre for the official life of the City and serve as a suitable place for joyful celebration or solemn commemoration now so inadequately provided by the limited area in front of the City Hall. In this Square the cenotaphs commemorating both world wars might well be located, also a Court House, Police and Administration Building.

Other downtown open spaces recommended by the Board are:

TORONTO STREET SQUARE

A small square bounded by Adelaide, Victoria, and Lombard Streets and the northerly extension of Toronto Street. This project is



KEY

- ① UNIVERSITY AVENUE
- ② CIVIC SQUARE
- ③ TORONTO STREET SQUARE
- ④ MARKET SQUARE
- ⑤ HARBOUR SQUARE

CIVIC APPEARANCE

complementary to a proposal of the Federal authorities to erect a Dominion Government building reaching from the extension of Toronto Street to Church Street.

MARKET SQUARE

An open civic square on the site of what is known as the Market Block bounded by King, Market, Front and Church Streets. The freehold of practically all the land in this block is owned by the City subject to the leasehold interests of the owners of the buildings. Council has recently, on the recommendation of the Board, adopted a policy of granting renewals of these leases for five year terms only. This is in anticipation of the time when the completion of the new provincial produce market west of the Humber will bring about the removal of the produce establishments now occupying the Market block to new locations in the vicinity of the new market.

HARBOUR SQUARE

The Board also recommends the reservation of lands on the waterfront in front of the Harbour Commissioner's building as a public park to serve as a proper "front door" to the City, and counteract as far as possible that unsightly railway viaduct that separates the heart of the City from its busy harbour. It is proposed to zone the lands surrounding the proposed park area which is bounded by Bay, York and Harbour Streets and Queen's Quay for buildings of the head office type.

In connection with all of these projected open spaces the Board is impressed with the opportunities offered for underground parking but makes no recommendations pending examination of the feasibility of such a proposal and the extent to which it will fit in with the conclusions and recommendations resulting from an analysis of the downtown parking survey carried out in September 1948.

7. THE PARKS AND RECREATION MAP:

In its second annual report published in December 1947, the Board in dealing with recreation pointed out the extent, namely 672 acres, that the City falls short in its provision of local facilities in accordance with the standards adopted by the American Recreational Association. These standards are admittedly maxima from all standpoints and perhaps on that account unattainable in a built-up city. They, nevertheless, do establish a goal to be reached as nearly as circumstances permit. As far as total parks acreage is concerned Toronto, with 2,225.7 acres or nearly 9% of its total land acreage is unusually well supplied, but when this acreage is analysed from the standpoint of its ability to satisfy local needs it falls far short of the mark. This is, of course, attributable to poor distribution due to the inclusion in the total of such large areas as High Park, Exhibition Park, the Humber Valley, Riverdale Park, etc. With a view to supplying the resulting recreational deficiencies the Commissioner of Parks has recently undertaken an intensive study of the City's existing facilities, and present and future needs. In so doing he has followed the neighbourhood pattern established by the Board for local needs, and has divided the City into five recreational districts for the study of facilities required on a wider geographic basis. In addition to this he has also listed various park features having City-wide application. These groupings of facilities are as follows:

Local or Neighbourhood Needs

- Play lots for small children
- Supervised Playgrounds
- Wading Pools
- Skating Rinks
- Hockey Rinks

District Needs

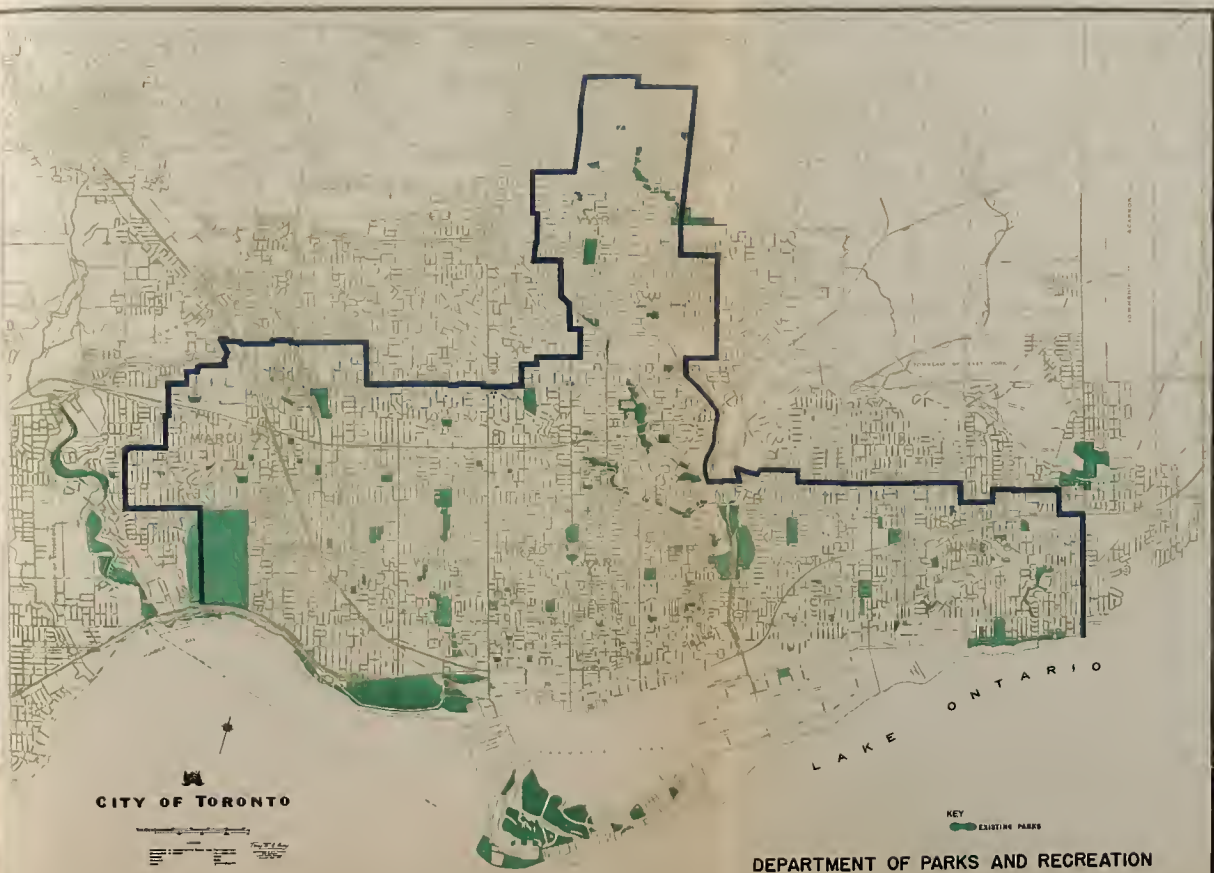
- Indoor Rinks
- Picnic Areas
- Athletic Fields
- Theatres
- Auditoriums
- Swimming Pools
- Day Camps
- Archery Grounds
- Community Centre Buildings

City-wide activities

- Toboggan Slides
- Ski Runs
- Golf Courses
- Regatta Course
- Bathing Beaches
- Boating Stations
- Natatorium
- Bridle Paths
- Model Yacht Basin
- Casting Pools

The result of the Commissioner's investigations, as approved by the Committee on Parks, has been made available to the Board for its guidance in the preparation of the Official Plan.

While fully recognising the great importance from both social and health standpoints of adequate and convenient recreational facilities, the



CITY OF TORONTO



KEY
EXISTING PARKS

DEPARTMENT OF PARKS AND RECREATION

Board is inclined to view the whole program, estimated to cost \$41,000,000 spread over 25 years, as an ideal that may not be within the range of practicability, even over a 30 year period. Many of the items suggested representing structures of various kinds can, in all probability, be located in existing City parks but others, requiring sites aggregating 620 acres, must present much difficulty in location in a city to all intents and purposes fully built up. To some extent this acreage may be provided automatically as a result of the inevitable progress of the reconstruction of substandard residential areas, as can be seen in the provision of several play areas in the plans for the Regent Park Housing Project. It is not likely, however, that provision can be made in this way for areas of more than an acre or so in extent. After a general examination of the program the Board makes the following comments:

1. Play Lots:

The serviceability of Play Lots is questioned even if, as suggested they are located only a quarter of a mile apart. In any case, necessary supervision would entail a very heavy annual expenditure.

2. Golf Courses, Ski Runs, Toboggan Slides, Bridle Paths, Day Camps and Picnic Areas:

The Board, while not opposed to municipal operation of facilities of this type, is of the opinion that land should not be acquired specifically for such purposes.

3. Auditoriums:

The Board does not favour the inclusion of Auditoriums in the Official Plan. It is of the opinion that such buildings as Maple Leaf Gardens, (15,000 capacity) - the Coliseum (8,000 capacity) - Massey Hall (2,500 capacity) - Toronto University Arena, and many others - meet the present need and that additional facilities will be provided by other than the City when required.

Subject to adjustment based on these comments, however, the Board recommends the inclusion in the Official Plan of a Parks and Recreation program substantially along the lines indicated by the Commissioner. The extent to which it can be carried out in the next 30 years will, of course, depend on the City's ability to provide the necessary funds in its successive annual budgets based on a strict priority rating of all City requirements. The Board feels, however, that having in mind other requirements, and the funds that may be made available during the period to meet capital debt charges, that not more than \$30,000,000. can be equitably devoted to this purpose.

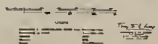
The following schedules and maps illustrate the various items included in the program on a city-wide district and neighbourhood basis.

SCHEDULE "A"

Showing existing and proposed
City-wide activities

TOBOGGAN SLIDES	Existing	2
	Proposed	-
SKI RUNS	Existing	-
	Proposed	3
GOLF COURSES	Existing	-
	Proposed	3
REGATTA COURSES	Existing	2
	Proposed	-
BATHING STATIONS	Existing	7
	Proposed	-
BOATING STATIONS	Existing	6
	Proposed	-
NATATORIUM	Existing	-
	Proposed	1
BRIDLE PATHS	Existing	1
	Proposed	6
ZOOLOGICAL GARDEN	Existing	-
	Proposed	1
CASTING POOLS	Existing	-
	Proposed	4
MODEL YACHT BASINS	Existing	-
	Proposed	4

CITY OF TORONTO



PARKS AND RECREATION DISTRICT ACTIVITIES

KEY

— DISTRICT BOUNDARIES

PROPOSED EXISTING

- DAY CAMPS
- ◆ PIONEER AREAS
- ▲ ATHLETIC FIELDS
- BOOGEY BUNKS
- OPEN AIR THEATRES
- SWIMMING POOLS OUTDOOR
- COMMUNITY CENTRES

SCHEDULE "B"

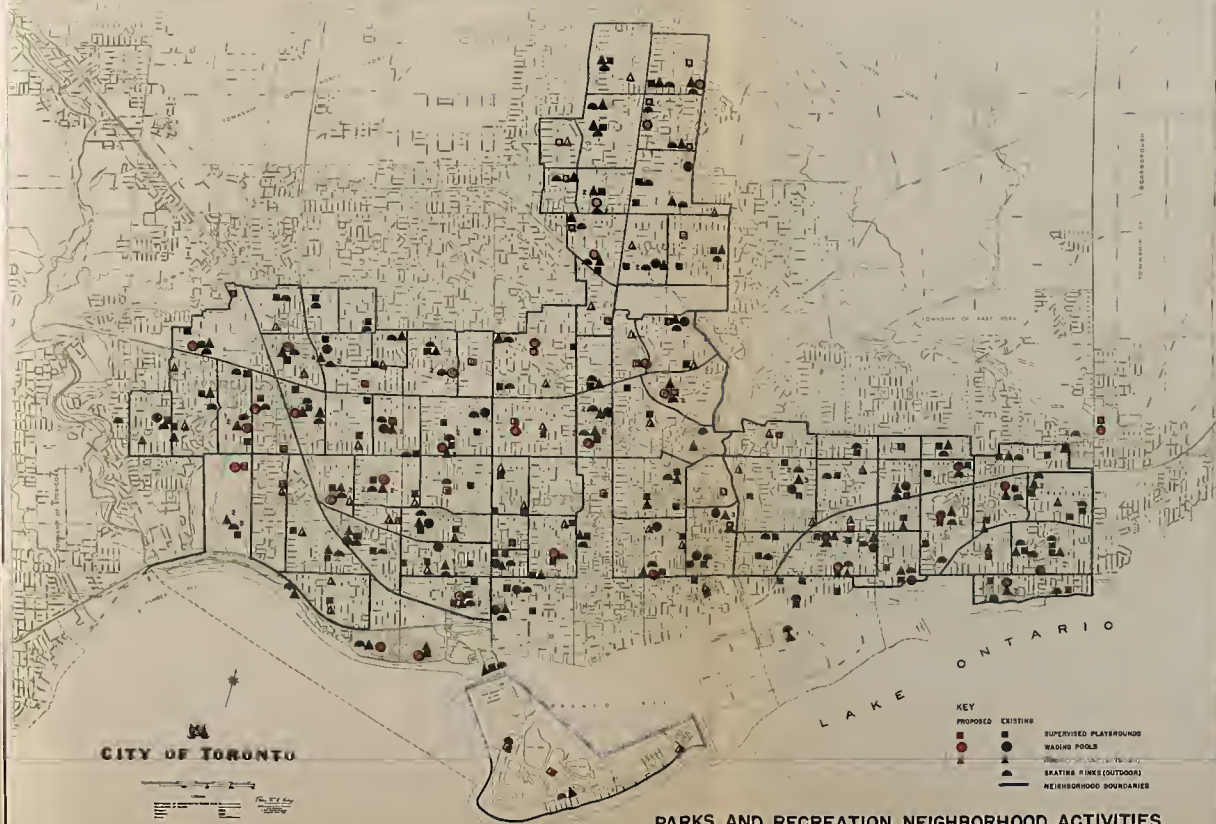
Showing existing and proposed
District Activities

		N O R T H	N O R T H - W E S T	S O U T H - W E S T	C E N T R A L	E A S T	T O T A L
INDOOR RINKS	Existing	-	-	-	-	-	-
	Proposed	1	1	1	1	1	5
PICNIC AREAS	Existing	3	1	3	6	6	19
	Proposed	1	2	-	-	2	5
ATHLETIC FIELDS	Existing	-	2	1	-	1	4
	Proposed	1	-	-	-	1	2
OPEN AIR THEATRES	Existing	-	-	-	-	-	-
	Proposed	1	-	1	2	1	5
OUTDOOR SWIMMING POOLS	Existing	-	-	-	-	-	-
	Proposed	1	2	-	1	1	5
DAY CAMPS	Existing	2	-	1	-	-	3
	Proposed	5	2	1	6	1	15
COMMUNITY CENTRE AREAS	Existing	-	-	-	-	-	-
	Proposed	2	3	2	2	2	11

SCHEDULE "C "

Showing existing and proposed
Neighbourhood Activities

District Number	PLAY- GROUNDS		WADING POOLS		OUTDOOR SKATING RINKS		OUTDOOR HOCKEY RINKS	
	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d
1	-	1	1	-	1	-	-	1
2	2	-	-	-	1	-	2	2
3	2	-	-	1	2	-	2	-
4	1	1	-	1	1	-	-	-
5	2	-	-	1	2	-	2	-
6	1	-	-	1	1	-	1	1
7	1	-	-	-	1	-	-	1
8	1	-	-	-	1	-	-	-
9	1	-	-	-	1	-	-	-
10	1	-	1	-	2	-	4	-
11	-	1	-	-	-	-	-	-
12	2	-	-	-	-	-	-	1
13	-	1	-	-	-	-	-	1
14	2	-	-	-	1	-	1	1
15	1	-	-	1	2	-	1	1
16	1	-	-	-	-	-	-	2
17	2	-	1	-	2	-	1	-
18	-	1	-	-	-	-	-	1



PARKS AND RECREATION NEIGHBORHOOD ACTIVITIES

SCHEDULE "C "

District Number	PLAY- GROUNDS		WADING POOLS		OUTDOOR SKATING RINKS		OUTDOOR HOCKEY RINKS	
	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d
19	3	-	-	1	2	-	2	1
20	1	1	1	-	3	-	2	-
21	1	-	-	-	1	-	1	1
22	1	-	-	1	3	-	1	-
23	-	1	-	-	-	-	-	-
24	3	-	1	1	3	-	3	-
25	1	1	-	-	1	-	-	-
26	2	-	1	-	1	-	1	1
27	3	-	1	-	2	-	3	1
28	3	-	-	1	2	-	1	-
29	2	-	1	-	2	-	1	-
30	3	-	-	1	1	-	1	1
31	-	1	-	-	-	-	-	-
32	3	-	-	-	-	-	-	2
33	-	-	-	-	-	-	-	-
34	1	1	-	1	-	-	-	1
35	1	-	1	1	4	-	3	-
36	2	1	-	1	2	-	1	1
37	1	-	-	-	1	-	1	-
38	-	1	-	-	-	-	-	1
39	1	1	-	1	2	-	2	-
40	1	-	-	1	2	-	2	-

District Number	PLAY- GROUNDS		WADING POOLS		OUTDOOR SKATING RINKS		OUTDOOR HOCKEY RINKS	
	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d
41	-	1	-	-	1	-	1	-
42	-	1	-	-	-	-	-	1
43	1	-	-	-	2	-	2	-
44	1	-	-	-	1	-	1	1
45	1	1	-	1	2	-	2	-
46	-	2	-	1	2	-	1	-
47	2	-	1	-	2	-	1	1
48	1	-	1	-	2	-	1	1
49	2	1	-	-	1	-	1	-
50	-	1	-	1	-	-	-	1
51	1	1	1	-	1	-	1	i
52	-	1	-	1	2	-	1	-
53	2	-	-	-	1	-	1	1
54	3	-	-	-	1	-	2	-
55	2	-	1	1	1	-	1	2
56	2	1	2	-	4	-	3	-
57	-	1	-	-	-	-	-	-
58	2	-	-	-	2	-	-	-
59	3	-	1	-	2	-	3	2
60	-	1	-	-	-	-	-	1
61	1	-	-	-	1	-	-	-
62	1	-	-	-	1	-	-	1

District Number	PLAY- GROUNDS		WADING POOLS		OUTDOOR SKATING RINKS		OUTDOOR HOCKEY RINKS	
	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d	E x i s t i n g	P r o p o s e d
63	-	1	-	-	-	-	-	1
64	3	-	1	2	4	-	5	-
65	2	-	-	1	1	-	1	-
66	1	-	-	-	-	-	-	1
67	-	1	1	-	1	-	1	-
68	-	1	-	-	-	-	-	-
69	1	-	-	-	1	-	1	-
70	2	-	-	1	1	-	-	-
71	1	1	-	1	3	-	1	-
72	-	1	-	-	-	-	-	1
73	2	-	-	1	1	-	1	1
74	2	-	-	-	1	-	2	-
75	1	1	-	1	3	-	2	-
76	3	-	-	1	3	-	2	-
77	3	-	-	-	2	-	2	1
78	-	3	-	-	2	-	1	-
Not in numbered Districts	14	4	2	5	15	-	10	1
TOTALS	113	38	20	33	117	-	90	41

SCHEDULE "D"

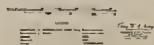
Showing estimated costs, annual maintenance
and revenue as relating to proposed new
services as shown on Schedules "A", "B" and "C"

	<u>Capital Cost</u>	<u>Annual Maintenance</u>	<u>Annual Revenue</u>
<u>City-wide Activities</u>			
Ski runs (3)	-	1,500	-
Golf courses (3)	600,000	90,000	90,000
Natatorium (1)	300,000	20,000	20,000
Bridle paths (6)	6,000	2,000	-
Zoological garden (1)	300,000	60,000	50,000
 <u>Area Activities</u>			
(A) Indoor skating rinks (5)	500,000	25,000	10,000
Athletic fields (2)	300,000	5,000	10,000
Open-air theatres (5)	50,000	5,000	15,000
Auditoriums (5)	1,500,000	80,000	80,000
Outdoor Swimming Pools (5)	1,100,000	35,000	50,000
Community Centres (11)	4,400,000	440,000	-
(B) Additional park areas (620 acres)	31,000,000	260,000	25,000
 <u>Neighbourhood Activities</u>			
Tiny-tot play areas (87)	435,000	87,000	-
Supervised playgrounds (38)	380,000	80,000	-
Wading pools (33)	165,000	14,000	-
Outdoor hockey rinks (41)	-	55,500	-
 <hr/>			
TOTALS	\$41,036,000	\$1,260,000	\$350,000
<hr/>			

- (A) Does not include artificial ice plan.
- (B) Includes development of facilities for
baseball, tennis, football, bowling,
cricket and other outdoor play.

8. THE HEALTH AND WELFARE MAP.

CITY OF TORONTO



DEPARTMENTS OF HEALTH AND WELFARE



- KEY
- SECTOR HOUSE ADDITION
 - ISOLATION HOSPITAL
 - PROPOSED HEALTH DISTRICTS
 - PROPOSED HEALTH CENTRES
 - PROPOSED WELFARE DISTRICTS
 - PROPOSED HEALTH & WELFARE CENTRES
 - CENSUS TRACTS

8. THE HEALTH AND WELFARE MAP:

The Medical Officer of Health and the Commissioner of Public Welfare have co-operated with the Board 100 per cent in the re-arrangement of their administrative district boundaries to conform to the Neighbourhood and Census Tract Map. Because of the very close relationship between these two important public services they recommend the construction of four combined health and welfare centres as indicated, one in each of the four districts, East, East Central, West Central and West. It is proposed that the latter be combined with the new facilities required by the Police and Fire Departments in the proposed Civic Centre to be erected in the vicinity of Keele and Dundas Streets.

In addition to the foregoing the Medical Officer of Health has urged the necessity of constructing a Health Centre in the northern part of the City, and the rehabilitation of the north building at Riverdale Isolation Hospital. The latter is urgently required to provide a Public Health Laboratory, Administration Offices, Staff accommodation and approximately 40 bed hospital accommodation.

The Commissioner of Public Welfare has pointed out the need for enlargement and improvement at Seaton House which is a home maintained for the care of single men who are solely or partially unemployable. The present building is entirely inadequate to meet the pressing need.

The Commissioner also stresses the urgent need for homes for the aged that will accommodate about 2,000 persons. At the present time in public and private agencies throughout the City about 1,600 cases are taken care of with a considerable waiting list of eligibles. It is considered desirable that modern homes be erected.

After consultation with the Medical Officer of Health and the Commissioner of Public Welfare the Board gives its general endorsement to the inclusion in the Official Plan of the several items as noted. The Board is impressed with the soundness of the proposal to construct buildings wherever practicable for the joint use of these two services from the standpoints of both efficiency and economy.

9. THE PUBLIC UTILITIES MAP:

The administrative districts shown on this map conform to the Neighbourhood and Census Tract Map. The Map illustrates the needs expressed by the Commissioner of Works for the construction of water distribution mains and the enlargement of the Sunnyside and Parkdale pumping stations.

The mains in question are as follows:

- 42" main - Indian Road and Humberside Ave. to Sunnyside Pumping Station.
- 42" main - Munro Street and Dundas St. to Queen St. and Beech Avenue.
- 42" main - R.C. Harris Plant to Queen Street and Beech Avenue.
- 36" main - College and Markham Streets to Bedford & Bernard Avenues.
- 36" main - Wellington and Portland Sts. north to College & Markham Sts., west to Lansdowne Ave., south and west to Sunnyside & Pearson Aves.
- 36" main - Parkdale Pumping Station to Sunnyside and Pearson Avenues.

In addition to the foregoing the Commissioner recommends that provision be made for a twenty year program for the extension and improvement to Water Works Plants and mains throughout the City.

Under the heading of Sewers and Sewage Disposal the Commissioner lists the following:

Sewage Disposal:

North Toronto Plant - Enlargement

Morley Ave. Plant - 2nd Stage

Separate Sewer Systems:

Toronto Island (Sanitary)

Exhibition Park West of Dufferin Street

Kennedy Estate North of Bloor St. between Clenn-
dennan Avenue and Runnymede Road.

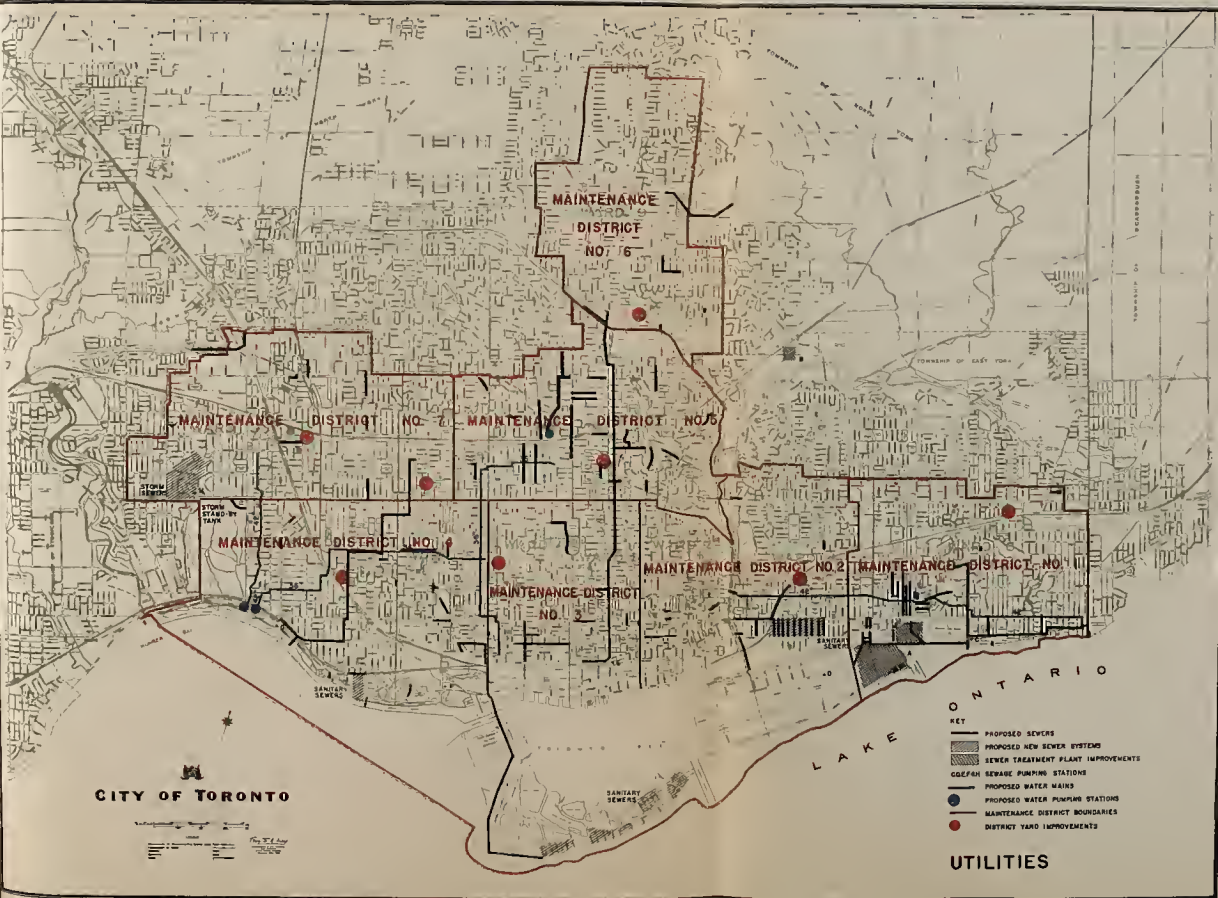
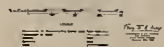
Area bounded by Queen St., Eastern Ave., C.N.R. and
Caroline.

At the present time these areas are served by combined storm water and sanitary systems that become seriously overloaded during rain storms.

Sewer modernisation program including trunk and local sewers on about seventy streets as illustrated on the map.

It is also recommended that the departmental district yards be modernised by the construction of proper buildings. At the present time these yards are equipped with old buildings, many of frame construction

CITY OF TORONTO



- KEY
- PROPOSED SEWERS
 - PROPOSED NEW SEWER SYSTEMS
 - SEWER TREATMENT PLANT IMPROVEMENTS
 - GUELPH SEWAGE PUMPING STATIONS
 - PROPOSED WATER MAINS
 - PROPOSED WATER PUMPING STATIONS
 - MAINTENANCE DISTRICT BOUNDARIES
 - DISTRICT YARD IMPROVEMENTS

UTILITIES



that are not conducive to efficiency, or a credit to the City. The yards where new buildings are required are as follows:

Stephenson Avenue
Davisville Avenue
Delaney Crescent

Ramsden Park
Roblock Avenue
Symington Avenue

In endorsing the waterworks and sewer programs contemplated by the Commissioner of Works the Board recognises that such items as the large watermains and sewage disposal items listed take into account the needs of those suburban municipalities that are cut off from access to Lake Ontario by the City of Toronto. The extent to which these programs are in excess of City needs may, on that account, be expected to be revenue producing. While in accordance with current practice this revenue will not be applied directly to meet debt charges incurred for these items it will have the same effect from the taxpayer standpoint to the extent that it will reduce general taxation for other purposes.

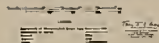
10. THE STREET CLEANING MAP:

The administrative districts shown on this map conform to the Neighbourhood and Census Tract Map. The Commissioner of Street Cleaning has advised that, to cope with the additional requirements following the adoption by the City of up-to-date practices in the matters of street cleaning, snow removal and garbage collection and incineration, the following new buildings are required.

1. Construction of garage and maintenance shops, No. 1116 King St. West. The main building will be 304 feet long and 150 feet wide.
2. Extension of garage building at No. 1008 Yonge Street, a distance of one hundred feet, to provide garage accommodation and service facilities for the vehicles operating in the Northern Division.
3. Conversion of stable at No. 30 St. Lawrence Street for garage and maintenance purposes.
4. Construction of refuse disposal plant and transfer station in the industrial area south of Keating Street.
5. The conversion of the Don Incinerator and installation of mechanical charging equipment for rubbish burning.
6. Construction of loading and transfer stations for refuse at three main divisional yards. These are necessary because dumping areas are limited to one location only within the City limits. It will be necessary to separate the combustible waste from the incombustible at transfer or loading stations within a period of five to ten years.

In its enquiries directed to determining the necessity of the several recommendations of the Commissioner of Street Cleaning the Board has become keenly aware of the critical situation facing the City's Garbage collection and Street Cleaning services because of the lack of further dumping grounds within the City and the lack of indoor storage for a considerable part of about \$3,000,000 worth of valuable equipment used by the Department. It endorses the opinion of the Commissioner that the erection of a new disposal plant should be given the earliest possible priority and recommends the inclusion of all the items above noted in the Official Plan.

CITY OF TORONTO



- KEY
- STREET CLEANING SECTION YARD
 - GARAGE WORKSHOP
 - DIGESTION PLANT
 - OUTPOST AREA
 - DIVISION BOUNDARIES
 - PROPOSED NEW BUILDINGS OR RENOVATIONS
 - GENUS TRACTS

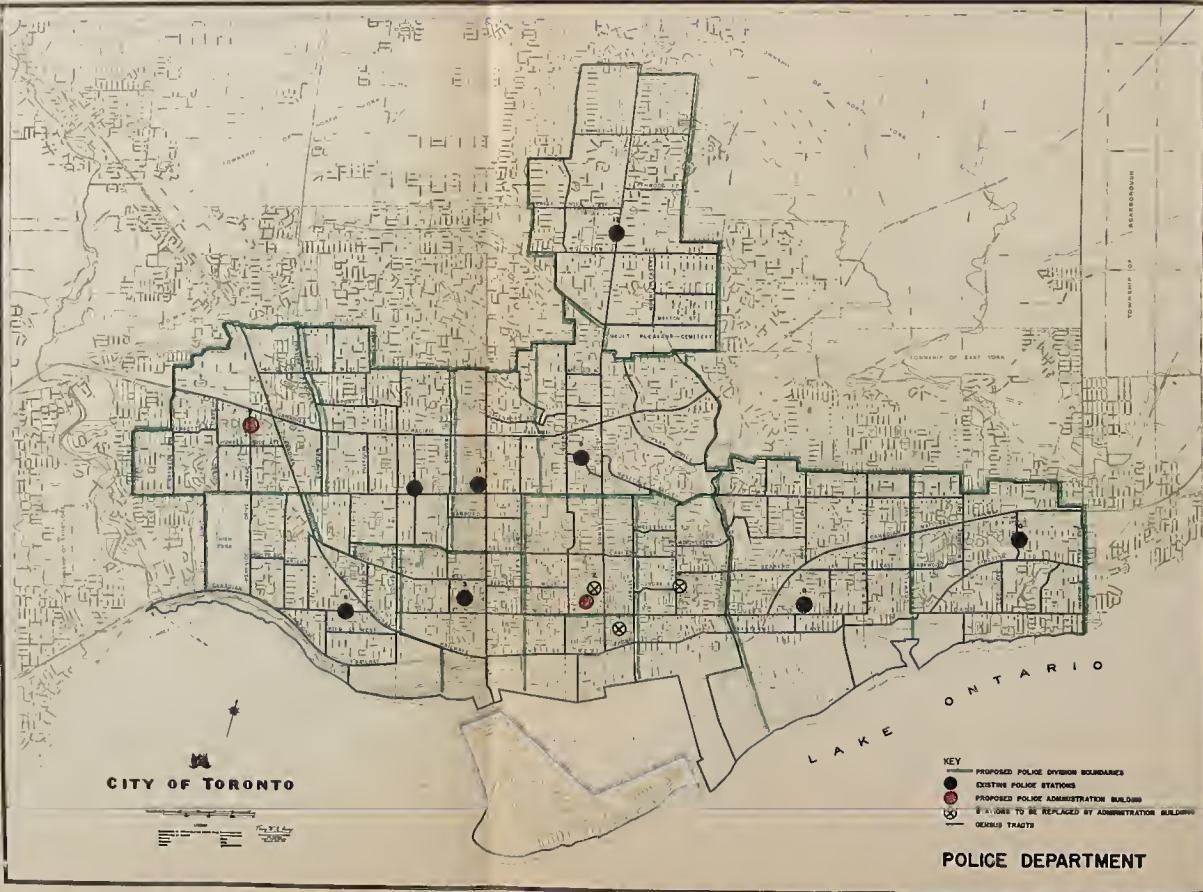
DEPARTMENT OF STREET CLEANING

CITY OF TORONTO



- KEY
- PROPOSED POLICE DIVISION BOUNDARIES
 - EXISTING POLICE STATIONS
 - PROPOSED POLICE ADMINISTRATION BUILDING
 - ⊗ P.V. (S) TO BE REPLACED BY ADMINISTRATION BUILDING
 - DENNIS TRACTS

POLICE DEPARTMENT



11. THE POLICE SERVICES MAP:

While this map does not in all cases conform to the Neighbourhood and Census Tract Map the Chief Constable has expressed a willingness to follow neighbourhood boundaries in the compilation of police statistics.

As the result of a complete review of the physical equipment of the Department, including buildings, the Chief Constable recommends as follows:

1. That Police Stations Nos. 1, 2 & 4 be replaced by modern buildings on the grounds of obsolescence. It is proposed that these three stations be amalgamated and placed in the Police Administration Building planned for the north side of the Civic Square.
2. That Police Station No. 9 be replaced by a modern building on the grounds of obsolescence. It is proposed that this station be included in the Civic building planned in the vicinity of Dundas and Keele Streets.
3. Replacement of the teletype system.
4. Renewing, enlargement and modernisation of the Police patrol box and signal system.
5. Enlargement of the Central Garage, Strachan Avenue.
6. Garage, No. 8 Police Station.
7. Construction of four additional cells at No. 10 Police Station.
8. Lock-up accommodation for prisoners at the Island Police Station. A minimum of three cells is required and an enlargement of the present building.

After consultation with the Chief Constable and consideration of the various items in the light of the information received the Board endorses their inclusion in the Official Plan.


12. FIRE PROTECTION MAP:

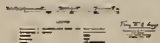
The Chief of the Fire Department has found it to be impracticable to re-arrange fire districts to conform to the Neighbourhood and Census Tract Map, because, if this were done, it would necessitate a complete re-organisation of the "Running Card" system of fire defence now in operation. He states, however, that he fully recognises the importance of uniformity throughout the Civic Service in the compilation of statistics and that, following the approval of the Official Plan, immediate steps will be taken to institute a record system that will be in conformity with the map.

The following building program is recommended by the Chief:

1. Keele and Dundas - replacement of Fire Hall due to obsolescence. It is proposed that a new Fire Hall be included in the Civic Building contemplated for the vicinity of Keele and Dundas Streets.
2. Dundas St. East - replacement of Fire Hall because of obsolescence, and because the demolition of the present building will be required in connection with the Regent Park Housing Project.
3. Kew Beach Fire Hall renovation.
4. Dundas St. West Fire Hall renovation.
5. Adelaide St. Fire Hall - Construction; training facilities.
6. Fire Alarm System - enlargement and modernisation.

After consultation with the Fire Chief and consideration of the various items recommended by him the Board endorses their inclusion in the Official Plan.


CITY OF TORONTO



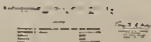
FIRE DEPARTMENT

- KEY
- EXISTING FIRE STATION
 - PROPOSED NEW STATION
 - PROPOSED EXTENSION TO STATION
 - DISTRICT BOUNDARIES
 - CENSUS TRACT BOUNDARIES



13. THE LIBRARY MAP:

CITY OF TORONTO



KEY

- | | |
|-----------------------|--------------------|
| 1 REFERENCE | 9 NORTHERN |
| 2 CENTRAL CIRCULATING | 10 GEORGE H. LOCKE |
| 3 MUSIC LIBRARY | 11 RIVERDALE |
| 4 BOYS AND GIRLS | 12 DANDY |
| 5 QUEEN'S LIBRARY | 13 DUNDAS |
| 6 HORN PARK | 14 EASTERN |
| 7 FORTNIGHT | 15 WEDGWOOD |
| 8 WESTERN | 16 YORKVILLE |
| 9 FLOOR & GLADSTONE | 17 FUTURE LIBRARY |
| 10 FALLOUT | 18 FUTURE LIBRARY |
| 11 DEER PARK | 19 FUTURE LIBRARY |

— CENSUS TRACTS

TORONTO PUBLIC LIBRARIES

13. THE LIBRARY MAP:

This map shows the present distribution of Public and Reference Libraries throughout the City and two proposed new libraries as recommended by the Chief Librarian to give uniform city coverage. These are proposed for the Mount Pleasant Road area in the vicinity of Eglinton Ave. and in the south end of Ward 2. In addition the Chief Librarian strongly recommends the replacement of the Deer Park and Downtown Libraries. The Board endorses these proposals.

OTHER BUILDINGS

The Board has also given consideration to certain other buildings and improvement of buildings that, in its opinion, are necessary for the proper conduct of the City's business, and recommends their inclusion in the Official Plan.

Police Administration Building: This building would house, in addition to Police Stations 1, 2 and 4 as noted above, Police Headquarters, Magistrates' Courts and Offices, Detention Cells, etc.

Court House: The increasing demand for space for County and High Courts at present domiciled in the City Hall renders the construction of a proper Court House imperative. Such a building should be located contiguous to the Civic Square and contain Court rooms for County and High Courts, Judges' Chambers, Crown Attorneys' Offices, Juvenile and Family Courts.

City Hall: With the removal of the courts from the City Hall it should be entirely renovated to provide suitable office space for Departmental activities.

Registry Office: Consideration of the long term requirements following the growth of the City indicate the need in future for the construction of an additional storey on this building.

Toronto Jail: For many years Grand Juries have consistently condemned the present Jail and it is becoming increasingly apparent that some action must be taken either by the City, Province or County, or jointly. Regardless of the renewed use of the Langstaff and Concord farms for industrial farm purposes a modern City Jail would appear to be necessary.

Storage Warehouse and Yard in the west end of the City for use by the Purchasing Division of the Treasury Department.

FINANCE

A study of the City's planning history during the last 40 years will indicate that probably the greatest problem to be faced is that of financing the various proposals and, at the same time, providing the necessary funds for administrative and maintenance purposes. Plans have been prepared in 1908, 1911, 1915, 1929, 1931 and 1943 offering complete or partial solutions of difficulties arising from the City's growth and development. Any one of these plans, if carried out in its entirety, would have ameliorated the conditions now faced but while no direct evidence to this end is available, it may be fairly assumed that cost was the chief deterrent.

In considering this matter of finance it will be evident at the outset that one or other of two policies may be followed, firstly, pay-as-you-go involving payment for permanent improvements out of revenue, and secondly, the provision of the necessary funds by the sale of debentures repayable during the lifetime of the work.

Whatever advantages may be held out for the former method the fact that the City derives virtually the whole of its revenue from the taxation of real estate makes consideration of such a policy impracticable at the present time. Until therefore the present basis of municipal taxation has been broadened with a view to relieving real estate of the load that it now carries it seems inevitable that reliance must be placed on debenture financing if much needed public improvements are to be carried out. Accepting as it must this conclusion the City Planning Board is, however, convinced that the financial obligations incurred in implementing a development program are just as much in need of careful planning as the program itself, and that it is extremely important that a policy in this regard be immediately adopted in order that proper priorities may be established as between capital expenditures contemplated by the various departments of the City government. After careful consideration, the Board recommends the adoption of the following as the main features of such a policy.

1. A statement by the Finance Commissioner not later than October 1st in each year as to the amount of capital debt that, in his opinion, the City may soundly incur during each of the next succeeding 5 years.
2. A statement by the Head of each Civic Department not later than October 1st in each year listing with approximate estimates of cost all capital projects under his jurisdiction which, in his opinion, should be undertaken during the next succeeding five years.
3. These statements as approved or amended to be forwarded to the City Planning Board with instructions to prepare and furnish to the Board of Control and Council a capital budget setting out in its opinion the desirable manner in which the available funds shall be allotted in each year of the next succeeding five years to the various projects comprised in the departmental programs.
4. This budget to be subject to amendment by Council by the deletion or addition of any item but on the strict understanding that any added items must first receive the approval of the City Planning Board or, failing such approval, be endorsed by a two-thirds vote of the whole Council.

The Board recognises the great difficulty of rating for priority such diverse matters as a park, a highway or a sewer, but is satisfied that it can be done equitably if such factors as public safety, convenience and health are properly evaluated.

In the opinion of the Board the adoption of the policy outlined above or some similar policy with a like purpose is essential to orderly progress in implementation of the Official Plan.

Future Capital Expenditures Included in the Official Plan and to be
Rated for Priority

	<u>Rough Estimate of Cost</u>
<u>New Highways & Widening</u>	
Waterfront Highway	\$ 12,000,000.
Don Valley Roadway	5,000,000. x
Northwest Artery	15,000,000.
Northeastern Highway (suburban) - City's share	500,000.
Leslie Street Extension	1,000,000.
Avenue Road Widening	1,500,000.
St. George Street Extension	3,283,821.
Spadina Avenue & Rd. Improvement - (City)	3,000,000. x
Spadina Avenue & Rd. (Suburban) - City's share	1,000,000.
Dundas Street Extension	3,000,000.
Mount Pleasant Road Widening	700,000.
Queen Street Expressway - City's share	
Duplex & Jedburgh Avenue Extensions	388,884. x
Clifton Road - Inglewood Drive to Moore Avenue	538,087.
Crescent Road Bridge	430,610. x
MacLennan Avenue - Clifton Road Connection	61,000.
<u>Jog Eliminations</u>	
Keele-Annette	175,000. x
Ossington-Dupont	58,116. x
	47,634,210.

\$ 47,634,210.

Jog Eliminations (Cont'd)

Bathurst-Dundas	255,000. x
Kendal-Dupont	90,000.
Parliament-Gerrard	203,326. x
Roxborough-Yonge	250,000.
Roxborough-Avenue Road	250,000.

Pavement Widenings (See pages 18 to 20)

34 miles at \$140,000. per mile	4,760,000. x
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Beautification

Civic Square	4,000,000. x
Toronto Street Square	400,000.
Market Block Square	
Harbour Square	750,000.
University Avenue	235,000.

Department of WorksSubways

Junction Road, at C.P.R. & C.N.R. crossing	850,000.
Davenport Road, at C.N.R. crossing	670,000.
Dupont Street, at C.N.R. crossing	645,000.
Symington Avenue, at C.P.R. crossing	600,000.
Duffering Street, at C.P.R. crossing	636,000.
Bartlett Avenue, at C.P.R. crossing	650,000.
Pape Avenue, at C.N.R. crossing	1,210,000.
Logan Avenue, at C.N.R. crossing	1,180,000.
Jones Avenue, at C.N.R. crossing	700,000.
Greenwood Avenue, at C.N.R. crossing	1,000,000.

 \$66,912,536.

Department of Works - Subways (Cont.)

	\$ 66,968,536.
Woodbine Avenue, at C.N.R. crossing	1,600,000.
Maybank Ave., at Belt Line Railway (C.N.R.) crossing	175,000.
Glen Road, at Bloor Street crossing	500,000.

Estimated cost of subways only, as shown,
represents total estimated cost.

City's share may be up to 75% of these
amounts.

Bridges

Sherbourne Street	800,000.
Glen Road	800,000.
Heath Street (footbridge)	75,000.
Queen Street at Sunnyside	895,916.

Waterworks

42" Main, Indian Road & Humberside Avenue to Sunnyside Pumping Station	1,120,000.
42" Main, Munro Avenue & Dundas Street to Queen Street and Beech Avenue	2,700,000.
42" Main, R. C. Harris Plant to Queen Street and Beech Avenue	350,000.
36" Main, College and Markham Streets to Bedford and Bernard Avenues	950,000.
36" Main, Wellington & Portland Streets north to College & Markham Streets, west to Lansdowne Avenue, south and west to Sunnyside and Pearson Avenues	2,200,000.
36" Main, Parkdale Pumping Station to Sunnyside and Pearson Avenues	183,000.
High Level Pumping Station	1,204,000.
Parkdale Pumping Station	1,200,000.
Extension and Improvements to Water Works Plants and Mains	<u>20,000,000.</u>
	\$ 101,849,758.

Department of Works (continued)

\$ 101,849,758.

Sewers

Sewer Modernisation Program	10,000,000.
North Toronto Plant (enlargement)	1,500,000.
Morley Avenue Plant, Completion of 1st Stage	3,000,000.
2nd Stage	6,500,000.

District Yards (modernisation)

Stephenson Avenue)	
)	
Ramsden Park)	
)	
Davisville)	
)	
Roblocke Avenue)	165,000.
)	
Delaney Crescent)	
)	
Symington Avenue)	

Department of Street Cleaning

Garage 1116 King Street West	600,000.
Garage, 1008 Yonge Street	200,000.
Garage, St. Lawrence Street	125,000.
Refuse Disposal Plant, Keating Street	1,000,000.
Don Incinerator (improvement)	150,000.
Loading & Transfer Stations, divisional yards	500,000.

Welfare Department

Seaton House Improvement	600,000.
Health & Welfare Centres:	
East District	250,000.
East-Central District	250,000.
West-Central District	250,000.

\$ 126,939,758.

Department of
Welfare Department (Cont'd) \$ 126,939,758.

West District

#

Homes for the Aged 1,500,000.

Health Department

Isolation Hospital 975,000.

Health Centres - see Welfare Department

Health Centres: North District 100,000.

Police Department

Police Station, Keele & Dundas #

Police Administration Building to include
Nos. 1, 2 and 4 Police Stations 6,000,000.

Complete replacement of Police Teletype System 30,000.

Rewiring, Enlargement and Modernisation of
Police Patrol Box and Signal System 200,000.

Enlargement & Modernisation of Inter-Departmental
Automatic Telephone System 30,000.

Enlargement of Central Police Garage, Strachan Ave. 200,000.

Garage, No. 8 Police Station 10,000.

Erection of 4 additional cells for prisoners,
No. 10 Police Station, for which space is
already provided 5,000.

Lock-up accommodation for prisoners at Island
Police Station - minimum of three cells
necessary. Addition to present building required. 15,000.

Fire Department

Keele & Dundas Sts. - Fire Hall - replacement #

Dundas St. East - Fire Hall - replacement 125,000.

Kew Beach - Fire Hall - renovation 40,000.

Dundas St. West - Fire Hall - renovation 40,000.

Adelaide Street - Fire Hall - training facilities 250,000.

\$ 136,459,758.

Fire Department (Cont'd)

\$ 136,459,758.

Fire Alarm System, enlargement & modernisation 1,000,000.

Property Department

City Hall Renovation 1,500,000.

Court House 3,000,000.

Registry Office (additional floor) 950,000.

Jail 4,000,000.

Branch Civic Administration Bldg. (Keele St.) 1,000,000.

Library Board

New Library, Mount Pleasant Area 200,000.

New Library, South end of Ward 2 200,000. x

Deer Park Library, replacement 200,000.

Downtown Library 200,000.

Parks DepartmentParks and Recreational Facilities, as per
schedule, pages 28 to 34 30,000,000.Treasury Department

Storage Building and Yard 500,000.

\$ 179,082,760.

x These items are included in whole or in part to the amount of about \$9,000,000. in the priority list of contemplated capital expenditures prepared by the Commissioner of Finance in December 1948.

Branch Civic Administration Building for Health, Welfare, Fire and Police and other Civic purposes (listed under Property Dept.)

While the total capital cost of implementing the Official Plan is indicated by the estimates given above, it must be noted that these are the full estimated costs of construction and that no allowance has been made for Federal or Provincial grants already assured or likely to be provided

in the future. For instance, under existing legislation the City may expect to receive one-third of the total cost of the Highway Program, or about fourteen million dollars. The construction of the subways proposed will undoubtedly be materially assisted by contributions from the grade separation fund. Other important contributions may be expected in the case of homes for the aged and welfare establishments generally.

Under these circumstances and having in mind the increasing trend towards recognition by other levels of government of joint responsibility with municipal governments for health and welfare expenditures, the Board feels safe in predicting that the total capital cost to the City of carrying out the Official Plan as recommended will not exceed the sum of \$145,000,000. This sum the Board feels is well within the capacity of the taxpayers to finance over a period of thirty years.

This opinion is substantiated by an examination of the graph herewith illustrating present and future capital debt charges, exclusive of education. The lower or uncoloured portion of the graph shows the anticipated annual commitments for this purpose as listed by the Commissioner of Finance in December, 1948. It will be noted that the amount required will rise to about \$7,350,000. in 1952 after which it reduces rapidly.

The upper or coloured portion of the graph illustrates the amount of additional revenue from taxes that would become available to pay debt charges on debentures issued for items included in the Official Plan, if the amount to be raised annually for this purpose (exclusive of education) be fixed at \$8,000,000. or about 6 mills on the new assessment. The average mill rate required to meet debt charges for similar purposes during the last ten years has been about 9 mills. Assuming the average life of debentures to be fifteen years, it is computed that the annual revenue available on this basis to meet debt charges during the next thirty years will permit the issuing of debentures to the amount of \$162,600,000. or \$17,600,000. more than the estimated cost to the City of all the items in the Official Plan.

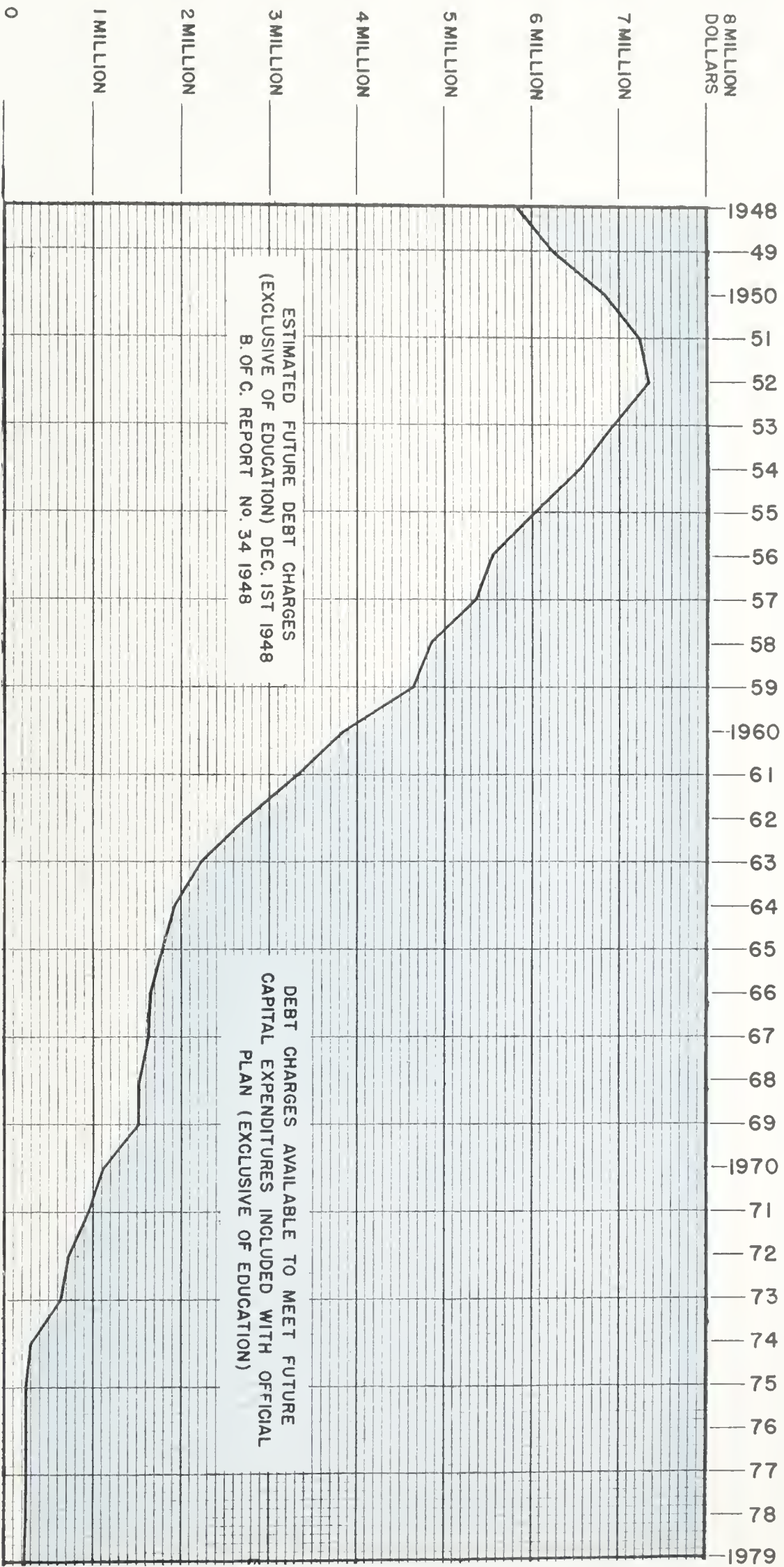
From a study of this graph and the conclusions drawn from it, the Board is convinced that with a proper system of timing so that the financing of new construction coincides with the retirement of existing debt and the consequent reduction of annual debt charges, the whole plan can be carried out in thirty years.

From the foregoing, it can be seen that the Board not only recommends the Official Plan as here presented, but also recommends a method of financing this Official Plan that is, in its opinion, adequate.

A very pertinent question, however, for all Toronto citizens to ponder would be this one -- "Suppose this Official Plan is not implemented, what then?"

It is the considered opinion of the Board that if the Plan is not implemented, and if the suggested City improvements are not allowed to proceed, the citizens will pay far more in other ways.

Take one item alone that concerns every man, woman and child in the City -- the cost of moving goods in the City.



BUDGET OF CAPITAL IMPROVEMENTS 1948 - 1979

Today, 50% more trucks compete for space on the City's streets than they did in 1941. Unless the necessary highway improvements in the City are made the increased cost of commodities of all kinds may well compare with all the money that the Official Plan sets out for Highway improvements over the next few years.

Similarly with Public Health, Parks and Recreation and the other proposals of all the various City Departments. It is the considered opinion of the Board that if the Official Plan is not carried out and the money spent in the way the Plan suggests, the citizens directly or through the City tax collector, will spend more than what is proposed. In other words, planned progress is true economy.

The challenge to go ahead is a direct one -- for this day and generation. The future welfare and prosperity of the City and its citizens demand that it be accepted.

A P P E N D I X

G. A. Lascelles
Commissioner of Finance and
City Treasurer

City of Toronto
Treasury Department
City Hall
Toronto 1, Canada

C O P Y

June 20, 1949

Mr. Tracy D. leMay, Secretary-Treasurer,
Toronto City Planning Board,
City Hall,
Toronto 1, Ontario.

Dear Sir:

In compliance with your written request of the 10th instant I have considered the enclosed draft of the financial section of your Board's Report with respect to estimated capital requirements of the City over the next thirty years.

While of course the financial ability of the ratepayers to carry out this plan will vary from time to time during that period with general economic conditions and with variations in the cost of maintaining existing services and in demands for new services, it would appear that the proposed capital programme could be financed over the next thirty years without any difficulty. I understand that you are aware that certain items in your proposed list of works are also included in my statement of December 3, 1948.

Yours very truly,

"G. A. Lascelles"

COMMISSIONER OF FINANCE

